

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

For	STEAMERS	TO SAIL
YOKOHAMA and KOBE	"PRINZ SIGISMUND" Capt. D. Lenz	About SATURDAY, 11th Dec.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ LUDWIG" F. v. Benzer	WEDNESDAY, 15th December, Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"BULO" Capt. F. Prosch	About WEDNESDAY, 15th December.
MANILA, YAP, NEWGUINEA, SAMARAI, BRISBANE, SYDNEY and MELBOURNE	"PRINZ SIGISMUND" Capt. D. Lenz	FRIDAY, 15th Dec., Daylight.
KUWAIT and SANDAKAN	"BORNEO" Capt. F. Sambill	Middle of December.

For further particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 4th December, 1900.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY-SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

For	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, OCAKAWA	"Sella"	Seller	20th Dec., P.M.
MARSEILLES, VIA PORTS	"TONKIN"	Charbonnel	21st Dec., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	"NERA"	Martin	3rd Jan., P.M.
MARSEILLES, VIA PORTS	"POLYNESIE"	Broc	4th Jan., at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £37.10 up to £71.10. 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 7th December, 1900.

MESSAGERIES CANTONNAISES.

HONGKONG-CANTON-KWANGSI RIVER SERVICE.

S.S. "PAUL BEAU" and "CHARLES HARDOUIN"

Capt. Marabail (1900 tons 14 knots) Capt. Bienaimé

DEPARTURE:

From HONGKONG the Co's Wharf near Wing Lok Street Every Night at 10 excepting Saturdays.
From CANTON (French Concession, Shameen) Every Evening at 5.15 excepting Sundays.

FARES:—1st CLASS \$5.00, 2nd CLASS \$2.00.

French Cuisine and Wines of the Best Vintage. Meals, \$1.50.

S.S. "ROBERT LEBAUDY" Capt. Vivier

CANTON-WUCHOW SERVICE—SEE SCHEDULE.

For further information, apply to—

HEAD OFFICE, Canton.

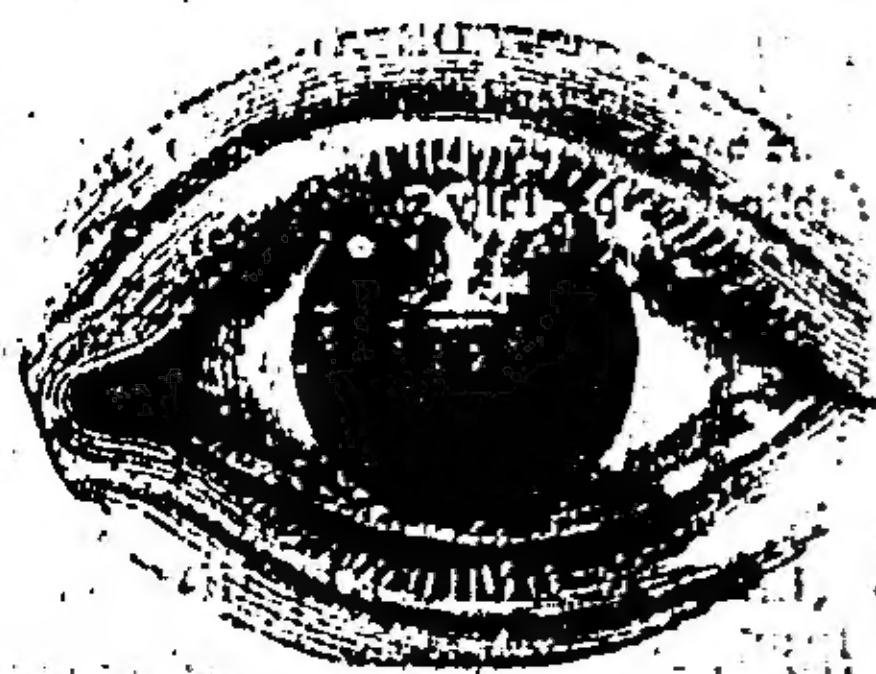
P. A. LAPICQUE & Co., Hongkong (4 Queen's Building, Tel. No. 950)

N.B.—Guides (\$2.00), sedan chairs and bearers (\$5.80) can always be engaged at Canton. By starting at about 8 o'clock in the morning on a visit to the picturesque Chinese City, the tourist will find time to view the shops and other places of interest, returning to Shameen at about 3 p.m.

Hongkong, 19th November, 1900.

Intimation.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

Will have your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.

Ask for gratis, for Illustrated Booklet on "Defective Sight."—Free.

LONDON,

GALVOTTA,

SHANGHAI,

John Street, Bedford Row W.C.

19, Bevis Mark Lane

66, 4-1/2 Wing Road

Hongkong, 1st March 1901.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length.....515 ft.	Docking Length.....375 ft.	Docking Length.....481 ft.
Width of Entrance... 80 "	Width of Entrance... 50 "	Width of Entrance... 63 "
Water on Blocks..... 28 "	Water on Blocks... 26 "	Water on Blocks..... 27.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 370, 508, or 681.

Telegrams: "Dock, Yokohama," Codes A, B, C, 4th and 5th Edt.

Liebers, Bortts,

A. I. and Watkins.

Yokohama, April 26th, 1903.

F. BLACKHEAD & Co.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
JAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTIEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c. &c. &c.

Sole Agents for
FARGUSON'S SPECIAL ORNAM
and
A. O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

REGRET

You will NEVER if you
VISIT

MOHIDEEN &
THAHA,

in
D'AGUILAR STREET,

the
NEW JEWELLERS
AND DEALERS

in
CEYLON PRECIOUS
STONES

of every description, and
other GEMS.

Hongkong, 31st August, 1900.

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

14 D'AGUILAR STREET,

HONGKONG.

Hongkong, 1st September, 1901.

OSMAN & CASUM,

1 & 3, D'AGUILAR STREET

JUST UNPACKED

Ladies' Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS
& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and
HOUSEHOLD LINENS.

Samples on application.

Coast Port Orders carefully
executed.

Hongkong, 6th September, 1900.

MOTOR CARS

FOR HIRE.

THE ONLY GARAGE IN TOWN.

MOTOR BOATS

FOR HIRE

ALWAYS AT BLAKE PIER.

NEW BICYCLES

FOR HIRE and SALE.

GENERAL REPAIRERS

OF

TYPEWRITERS, BICYCLES

and MOTORS.

DRAGON CYCLE DEPOT,

33 and 35, Des Voeux Road.

MATRIMONY IN NEW GUINEA.

In the remote island of New Guinea it is leap year all the time in one important sense, for out there all the proposals of marriage are made by the women. It is considered beneath the dignity of the male inhabitants of New Guinea to even notice a woman, and consequently the women perform must notice the man, and must start any idea of weddings etc.

So when the belle of New Guinea becomes in love she promptly sends a piece of string to the sister of the lucky man. If he has no sister she sends it to his mother or anyhow to some female relative. This, because the man and his male relatives are assumed to be above taking any steps toward acquiring a wife.

Then the sister says to the man involved, "Brother, I have news; so-and-so is in love with you." If inclined to matrimony the man makes an engagement to meet the enamoured lady. When they meet it is alone and they either decide to wed or drop the entire proposition at once. There is no cutting for the man is not allowed, theoretically at least, to waste any time on a woman—not even enough to allow her to make love to him.

The betrothal is announced and the engaged man in New Guinea is branded on the back with charcoal, but the woman's mark of engagement to wed is actually cut into her skin and is never allowed to completely vanish. If either one decides to break the engagement nothing can be done by the offended party.

If the girl decides that after all she sent the little piece of string by mistake the man is apt, however, to catch her sometimes alone and beat her. If the man jilt the woman her relatives often hunt him up and administer a sound drubbing.—Ex.

SCIENTIFIC MARRIAGES.

STARTLING REMEDY FOR DEGENERACY.

The fond mother, instead of looking at the coming bridegroom's banking account, should have a look at his insurance policy, which will tell her something of his history and give her an idea as to whether he is the man to be the father of her daughter's children, said Dr. Slaughter, lecturing at the Victoria University on the science of eugenics, which seeks to educate the people to adopt a method of careful selection in marriage with a view to the improvement of the race. Unfortunately said the lecturer, the public was greatly given to a belief in the efficacy of environmental influences. There was a belief that the way to reform people in slums was to rehouse them. But these people forgot that though they could transfer a slum population to another place in five years those same people would probably create another slum. He sometimes met the particularly benighted individual who did not believe in heredity. He felt bound to point out to them that if there was no such thing as heredity they should be able to take a human being out of an acorn or an egg out of an egg. (Laughter.) In the present day, the undesirable class were multiplying at an appalling rate, and what was to be done? Some people said they did not like the idea of eugenics, because they object to any board being set up to select people for marriage. Such a board doing its duty properly might be able to produce almost anything from human plasticity, but they never would have the power to force people to go on these lines. Whatever progress was made would certainly have to be made by some form of selection. They were often met with the argument that marriage was the natural outcome of affection, was something spontaneous and so on. But marriage really was a thing which had always been greatly controlled—by religion, class consideration, and social conditions, for example. Eugenics sought to so affect those conditions as to better the race. We want our boys and girls to know that mating is the most important thing in life, that the act of mating determines what the children are to be, said Professor Slaughter, and added that it was within the power of every unmarried individual to raise the quality of the race. He would put the mentally deficient and degenerate in colonies, and deny them the privilege of contributing to criminality. He would not treat the born criminal by the present absurd, barbarous, penal methods, but put them in colonies.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
TO-MORROW,

the 11th December, 1900, at 2.30 P.M., at their Sales Rooms, No. 8, Des Voeux Road, corner of Ice House Street,

A LARGE QUANTITY OF
MISCELLANEOUS ARTICLES,
Comprising:—

PICTURES, CLOTHES and HAIR
BRUSHES, LADY'S HAND BAGS, CHINA
FIGURES, JEWELRY, BOOKS, TOYS,
WOOLLEN SINGLETS, RUBBER BALLS,
DOLLS, HATS, CLOCKS, TYPEWRITER,
&c. &c. &c.

Catalogue will be issued.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 10th December, 1900.

PUBLIC AUCTION.

THE Undersigned have received instructions from Captains Bremer & Frahm, to sell by
PUBLIC AUCTION,
ON

MONDAY,

the 13th December, 1900, at 3.30 P.M., within their residence, MacDonnell Road,

THE WHOLE OF THEIR

VALUABLE HOUSEHOLD

FURNITURE,
Particulars from Catalogue.

TERMS:—As Usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 7th December, 1900.

Consignees.

"SHIRE" LINE OF STEAMERS,
LIMITED.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"CARDIGANSHIRE."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 13th inst., at 6 A.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, where they will be examined at 9.30 A.M. on the 11th inst. No Claims will be admitted after delivery of Cargo has been effected to Consignees, and same must be presented within ten days of the steamer's arrival here, otherwise they will not be recognized.

Optional Goods will be carried on unless instructions are given to the contrary before steamer's arrival.

JARDINE, MATHESON & Co., Ltd.,

Agents.

Hongkong, 6th December, 1900.

S.S. "POLYNESIE."

COMPAGNIE DES MESSAGERIES

MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London via Suez and Dardanelles, in connection with above Steamer are hereby informed that their Goods with the exception of Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 1 P.M. TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remained unclaimed after MONDAY, the 13th December, at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 13th December or they will not be recognized.

All damaged packages will be examined on MONDAY, the 13th December, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN,

Agent.

Hongkong, 6th December, 1900.

FROM EUROPE.

THE H. A. L. Steamship

"SITHONIA."

Captain Bremer, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 12th inst., will be subject to rent.

All broken, chafed and damaged Goods must be left in the Godowns, where they will be examined on the 11th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINE,

Hongkong Office.

Hongkong, 6th December, 1900.

BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "AYMERIC,"
FROM TACOMA, VANCOUVER, YOKO-
HAMA, KOBE AND MOI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,

Agents.

Hongkong, 7th December, 1900.

OSAKA SHOSHEN KAISHA.

NOTICE TO CONSIGNEES.

THE Steamship

"TACOMA MARU,"

FROM TACOMA, JAPAN & SHANGHAI.
The above mentioned Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and take immediate delivery of Cargo from alongside.

Cargo impeding the discharge of the Vessel will be landed at once at Consignees' risk and expense.

Cargo remaining on board after SATURDAY, December 11th, 1900, at Noon, will be landed and stored at Consignees' risk and expense.

Cargo remaining undelivered after the 15th instant, will be subject to rent.

All broken, chafed and damaged goods are to be left in the godowns, where they will be examined on TUESDAY, 12th instant.

No Fire Insurance will be effected by us in any case whatever.

OSAKA SHOSHEN KAISHA.

Hongkong, 9th December, 1900.

Intimation.

Powell's

Xmas

Bazaar

NOW

OPEN.

POWELL'S

ALEXANDRA

BUILDINGS.

28, Queen's Road.

Hongkong, 6th December, 1909.

Intimations

"SOLIGNUM."

A PERFECT preservative stain for Wood, Stone, and Brickwork.

It protects against Decay, Fungus, Dry Rot, the Ravages of Insects and Vermin (especially the white ant) and the action of the weather.

"Solignum" really does what is claimed for it, as may be seen from the testimonials of the Governments of India, the Sudan, &c.

In Drums and Barrels of various colours.

Prospectus and all further information from

SIEMSEN & CO.,

(Machinery Dept.) Hongkong,

Sole Agents.

Hongkong, 7th December, 1909.

JUST LANDED:

The well-known and famous brandy

"Bisquit Dubouche

& Co."

Per Bot.

XXX Very Old Fine\$2.50

V.O.C.B. Guaranteed 20 Years

Old 5.50

ALSO

QUINQUINA?

QUINQUINA?

DUBONNET?

FRENCH STORE,

Sole Agent.

Canton, 20, 30th April, 1909.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

Carpenter-Makers and Art Decorators,

from Shanghai, has re-opened their

FURNITURE STORE

No. 39, DES VŒUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to

order in any design required.

Have been patronised by the Hongkong

Club, Hongkong Hotel, Telegraph Co.,

Messrs. A. S. Watson & Co., Firms and other

leading establishments in the Colony, to

whom reference can be made as to the

Superior Workmanship and Materials of the

Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as

follows:—

"We have pleasure in stating that Mr. LI

KWONG LOONG furnished the Annex to

our Dispensary and gave us every satis-

faction."

(Sd.) A. S. WATSON & Co

15th May, 1891.

ORDERS punctually attended to, and

CHARGES most moderate.

AN INSPECTION INVITED

"The only Shop in Hongkong with this name."

For Sale.

FOR SALE.

AMERICAN BILLIARD TABLE

(Nearly New).

Balls, Cues, Rest, all complete.

Apply to—

GEO. MCBAIN,

No. 22, New Praya.

Hongkong, 24th November, 1909.

FOR SALE

AT

GRACA & CO'S

STORE,

27 DES VŒUX ROAD CENTRAL.

DOLLS.

TOM SMITH'S CRACKERS.

TOYS.

SWEETS.

CHRISTMAS and NEW YEAR

CARDS.

ALBUMS.

CHILDREN'S MAIL CARDS.

AND

A Variety of Articles suitable

for

CHRISTMAS.

INSPECTION INVITED.

GRACA & CO.,

27, DES VŒUX ROAD CENTRAL.

"MOSQUITO OR MAN?"

Sir Rupert Boyce, F.R.S., has chosen this question as the title of an excellent book just published by Mr. Murray. The sub-title is "The Conquest of the Tropical World," and is worth noting, for there are those who suppose that a country is conquered when the men thereof are mastered; and of all great nations we should be the first to realise that that may not be the whole question. Repeatedly during the past seven years the present writer has returned to this place, to the question more especially of malaria and the control of the insects which convey that disease.

Malaria is, of course, by far the most important case of the kind, but there are many others, such as yellow fever and sleeping sickness, and a host of diseases of the lower animals, not to mention plague which is conveyed to man by the flea. On the occasion of a comparatively recent lecture by Professor Ronald Ross at the Royal Institution it was twice here sought to draw further attention to that illustrious student's unanswerable indictment of officialism for its persistent and inexcusable neglect of those anti-malarial measures for lack of which such a vast measure of unnecessary misery and death is still being endured in almost all parts of the tropical and sub-tropical world. Following upon Professor Ross's lecture, some questions were put in Parliament, and some small momentary attention was drawn to the subject. One is almost tempted—but perish the thought!—to wish, in the interests of mankind, that the Germans or the Japanese were masters of our tropical possessions. The nation which allowed our Lord Lister, without his knowing it, to teach them to clothe their sailors in sterilised underclothing when they went into battle, would not now be permitting the worst of mosquitoes to breed in puddles in the centre of towns, as it gaily does to-day in so many parts of the Empire.

TO THE CREDIT OF MR. CHAMBERLAIN.

At least it stands to our credit that we and not others did by far the greater part of the work which has put the control of tropical disease, and therefore the tropics, into the hands of the white man. It is our great men of science, Sir Patrick Manson and Major Ross, with their many skilful and assiduous followers, such as the author of the present volume; it is such men of business as Sir Alfred Jones, and it is, in some ways above all, Mr. Joseph Chamberlain, with whom the honour lies. Let it be said once more that there are many kinds of Imperialism, some which pass and cause the passing of Empires; others which remain. Amongst the latter is that which, believing knowledge and the possibility of acquiring more, and that knowledge is power, takes vast tracts of a great Empire uninhabitable by their owners, and turns them into a demi-paradise. Says Sir Rupert Boyce: "I have said that the foundations of tropical medicine were laid upon those upon which bacteriology itself had been reared, but the commencement of the movement which had for its immediate end the building up of the great subject of Tropical Medicine in our midst would not perhaps yet have made a start had it not been for the practical and far seeing Minister who was in 1898 at the head of the Colonial Office, the Right Hon. Joseph Chamberlain." It was in 1898 that Mr. Chamberlain addressed a circular letter on the subject to the General Medical Council and the leading Medical Schools of the United Kingdom; and it was in the autumn of that year that the London and Liverpool Schools of Tropical Medicine were founded. I hope that, as Mr. Chamberlain watches day by day the progress of the Tariff Reform campaign, he watches also the history of the campaign against disease which he had to great a share in starting. This book contains the record of seven expeditions sent forth from London, and twenty-one from Liverpool. There is the discovery of the cause of malaria, the discovery of the cause of sleeping sickness, enormous contributions to the solution of the problem of yellow fever; the discovery of the cause of Malta fever, the positive abolition of certain of these diseases in many parts of the world; and that is a record of the first decade only. If this is not real politics, I do not know what is, and if the other thing is real politics, we need another name for this.

Sir Rupert's book should be read by every one who is interested in humanity, in science, and in the Empire. The author holds a high place among those who have successfully waged the war of conquest for man against malignant insects. He writes with ease and clearness. He not only discusses the history of the matter (including, as in so many other cases, allusions from ignored men of insight in the past), but he takes the various diseases in detail, and shows what has already been accomplished. The book is splendidly got up, and the illustrations, which are very numerous, add greatly to its value. It should give much pleasure to Mr. Chamberlain. Would that Louis Pasteur—whom they called a fool for wasting his time with tiny things which no unbiased person could see at all—were still alive to see something more of the fruit of his labours!

It may be, but it probably will not be, that this book will stir public opinion and remove the scandal of our present neglect to apply the knowledge that has been gained. It probably will not be, because we are too much interested when one politician calls another a liar, as who should say that Queen Anne is dead, and because there approaches the recurrence of that ridiculous nose-counting process by which it is supposed that knowledge and foresight and statesmanship can be distilled out of ignorance and carelessness and selfishness; and that sort of thing leaves no time for politics.

C. W. S.—Pall Mall Gazette.

YUEN HING,

No. 4, D'ARQUER STREET.

FACTORY SWATOW KIA LAK.

MANUFACTURE WHOLESALE & RETAIL

DRAWN & EMBROIDERY CHINESE

LINE GRASS CLOTH, FETTER

WARE, &c.

all of the best quality.

Hongkong, 1st August, 1909.

To Let

TO LET.

OFFICES and ROOMS on the 2nd Floor of No. 14, Des Vœux Road Central (formerly occupied by Messrs. Shaw, Tomes & Co.).

Apply to—

THE COMPTON DEPARTMENT,

E. D. SASSOON & Co.,

Queen's Road Central.

Hongkong, 11th September, 1909.

TO LET.

IN No. 6, DES VŒUX ROAD CENTRAL,

In No. 5, QUEEN'S ROAD CENTRAL,

Victoria Building, Rooms suitable for Offices.

ROOMS in College Chambers, No. 31,

WYNDHAM STREET.

Apply to—

DAVID SASSOON & Co., Ltd.

Hongkong, 18th November, 1909.

TO LET.

GODOWN, No. 4, PRAYA, KENNEDY TOWN.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 22nd October, 1909.

TO LET.

NOS. 30 and 31, PRAYA, KENNEDY

TOWN, two extensive (two-storied

semi-detached godowns, ground surface of

cement concrete.

No. 1A, PRAYA, Kennedy Town, one extensive

two-storied godown.

All are in first class condition, suitable for

storing Rice, Flour, &c.

Rents moderate.

Apply to—

DAVID SASSOON & Co., Ltd.

Hongkong, 8th November, 1909.

TO LET FURNISHED.

"TANTALLON," 125A, Barker Road.

Rent \$125.00 per month. Seen by

appointment only.

Apply to—

GODDARD & DOUGLAS.

Hongkong, 8th December, 1909.

TO LET.

KING'S BUILDINGS, OFFICES facing

the Harbour from about October, at

present in occupation of Messrs. Jardine,

Matheson & Co., Ltd.

Apply—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 3rd June, 1909.

TO LET.

NOS. 3 MORRISON HILL. Immediate

entry.

Apply—

Messrs. JARDINE, MATHESON

& Co., Ltd.

Hongkong, 9th December, 1909.

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD,

3rd Floor.

No. 2 CLIFTON GARDENS, CONDUIT

ROAD.

A HOUSE in WONG-MEI-CHONG ROAD.

A HOUSE in RIFON TERRACE.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE

BUILDINGS, and No. 16A, DES VŒUX

ROAD next to the Hongkong Hotel.

FLATS in MORLEY TERRACE.

No. 10, DES VŒUX ROAD CENTRAL,

1st Floor.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 30th November, 1909.

TO LET.

GODOWN No. 54, DUNDRELL STREET.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Canton, 24th June, 1909.

P&N TRAMWAYS COMPANY,

LIMITED.

TIME TABLE

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 11.00 a.m. Every 15 minutes.

11.30 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 15 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 6.00 p.m. Every 10 minutes.

NIGHT GARS 24 on Week Days.

SATURDAY.

Extra cars at 1.15 p.m., 11.30 p.m., and

11.45 p.m.

SPECIAL GARS by Arrangement at the

Company's Office, ALEXANDRA BUILDINGS,

Des Vœux Road Central.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 1st April, 1909.

HONGKONG AVERAGE MARKET PRICES.

Corrected 10th December, 200 cts. per 5 Mts.

BUTCHER MEAT.

Beef steaks and prime cut—Mei Lung Pa B

" Corned—Ham Ngau Yuk

" Roast—Shic

" Breast—Ngau Lam

" Soup, Tong Yuk

" Steak—Ngau Yuk Pa

" " Strioin—Ngau Lau

" Sausages—Ngau Yuk Chaung

Bullock's Brains— " Know

" Tongue fresh—Ngau Li

" " Corned—Ham Ngau Li

" Head—Ngau Tau

" Heart—Ngau Sum

" Hump, Salt—Ngau Kiu

" Feet—Ngau Kook

" Kidneys—Ngau Yid

" Tail—Ngau Mei

" Liver—Ngau Gon

" Tripe (unpressed)—Ngau To

Galves' Head and Feet—Ngau-chai-

-tao-keek

Mutton Chop—Yeung Pal Kwat

" Leg—Yeung Fei

" Shoulder—Yeung Shan

Pigs' Chittlings—Chi chong

" Brains—Chi Know

" Feet—Chi Kook

" Fry—Chi Ohak

" Head—Chi Tau

" Heart—Chi Sum

" Kidneys—Chi Yiu

" Liver—Chi Kou

Pork, Chop—Chi Pal Kwai

" Corned—Ham Chu Yuk

" Leg—Chu Pei

" Fat or Lard—Chu Yau

Sheep's Head and Feet—Yeung Tau

" Keek

" Heart—Yeung Sum

" Kidneys—Yeung Yiu

" Liver—Yeung Gon

Sucking Pigs, To Order—Chi Chai

Suet Beef—Sang Ngau Yau

" Mutton—Sang Yeung Yau

Veal—Ngau Chai Yuk

" Sausages—Ngau Chai Yuk Tong

POULTRY.

Chicken—Kai Chai

Capon, Large, Small—Sin Kai

Ducks—Ap

Doves—Pan Kau

Eggs, Hen—Kai Tan

Fowls, Canton—Kai

" Hainan—Hoi Nam Kai

Geese—Ngo

Geese, Wild Shanghai—Sheung Hoi Ye

" Ngo

Musk Deer—Wong Keng

Hare—Tu Chai

Partridge—Chi Khoo

Pheasant—Shan Kai

Pigeons, Canton—Pak Kup

" Hollow—Hollow Pak Kup

Quail—Um-Chun

Rice Birds—Wo Pa Cheuk

Snipe—Sa Chui

Turkeys, Cook—Fo Kai Kung

" Hen— " Na

Wild Ducks, Shanghai, Sol-ap

Teal, Shanghai, Sol Ap Chai

Entertainment.



A. S. WATSON & CO.,
LIMITED

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SPECIALITIES:

DRY GINGER ALE.

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Watson's

FRUIT SYRUPS

mixed with aerated or plain water

make excellent refreshing beverages.

Guaranteed to be made from the

pure juice of sound ripe fruit.

A. S. WATSON & CO.,
LIMITED.

HONGKONG and KOWLOON.

Hongkong, 13th July, 1909.

[18]

The Hongkong Telegraph

HONGKONG, FRIDAY, DECEMBER 10, 1909.

LONDON'S CHINATOWN.

It may reasonably be expected that as the result of the latest move on the part of the L.C.C. opium-smoking in the Chinese colony of the East-end will be—as an openly conducted practice, at any rate—shortly suppressed. According to the London Morning Leader, which we quote, the Chinese colony comprises some 25 boarding-houses, situated mainly in Penny-fields, West India Dock-rod, and Limehouse-causeway. It has grown considerably during the last ten years, previous to which period the boarding-houses numbered only two or three, the increase being entirely due to the passion among shipowners for cheap labour. The colony is inhabited by a floating population of about 300, but fully 5,000 Chinese go through it in the course of a year. Very largely they are sailors signed on in the East and enticed to desert on arrival at the London docks by the boarding-house keepers (known as shipping masters, but actually "crimps") on the promise of higher wages. The colony is a perfectly safe hiding place, for one Chinaman to British eyes looks exactly like any other; and in due course the men are jobbed off in whole crews at a time to fresh masters who may need them at the docks. At present the L.C.C., while vested with powers under the Merchant Shipping Act over licensed lodging-houses, has no authority to compel a lodging-house keeper to take out a license. Accordingly the Chinese houses are, as far as the great majority is concerned, unlicensed, and outside the jurisdiction of the Council. The Board of Trade, however, is expected shortly to make an Order in Council authorising the L.C.C. to enforce that only licensed persons shall keep seamen's lodging-houses or let lodgings to seamen in the administrative county of London, and by-laws re-drafted by the Public Health Committee, but not yet sanctioned by the Council, specifically forbid the practices of gambling and opium-smoking in such houses. Both are carried on openly throughout the Chinese colony. A Morning Leader representative who went through some of the houses, saw "bankers" at the game of "fun tan" with gold literally in heaps on the tables before them. The business is prodigious. Everywhere, too, the opium pipe is freely indulged in. The houses are known also, to be consistently overcrowded, but it is next to impossible to convict, because as soon as the Council's inspector appears at any house the surplus occu-

piants are smuggled by back exits into adjoining houses. The Chinese have been so cunning in the past in evading such Occidental trivialities as by-laws and regulations that the total suppression of opium smoking can hardly be expected to result from the new order, which will come into force early in January. But it is, at least, bound to be very considerably modified. With regard to these past evasions, the "language test" affords an amusing example. It was enacted, owing to the scandal of British ships being frequently manned by Chinese crews so ignorant of English that they could not understand the orders issued by their officers, that no seaman should be signed on for a British ship unless he understood a sufficient amount of the language. A set of test questions was put to the Chinaman to which he was expected to give intelligent answers; but by and by the Board of Trade officials discovered that the Chinamen were being drilled beforehand in the proper answers to the question—a ruse rendered almost ridiculously easy by the fact that the questions always came in the same order! The rather clumsy system of cramming having been stopped, the "crim" adopted the irreproachable device of engaging an Englishman from the West-end to visit the colony, and give lessons in English at half a crown a time. The tutorship arrangement has now been in operation for some months, and tutor and scholars are said to be mutually delighted with their studies.

LOCAL AND GENERAL.

The French mail of the 9th November was delivered in London on the 9th inst.

The Ceylon S. Andrew's dinner has been abandoned this year through want of support.

The band of the 13th Rajputs commenced its season at the King Edward Hotel last evening, but it is engaged without any bandmaster.

The P. and O. Company's s.s. *Morza*, which left London on 5th ult., took the following specie for Shanghai:—Bar Silver, £94,150.

Inspector Gourlay prosecuted four Chinese shopkeepers in the Police Court this morning for using false scales. Each of the shopkeepers was fined \$10.

Lieutenant H. H. Harwood has been appointed to the gunboat *Bramble*, China Squadron, for duty. Lieutenant Harwood has served in the Royal Navy since May, 1904.

The total output of the Chinese Engineering and Mining Company's three mines for the week ending 27th November amounted to 24,064 88 tons and the sales during the period, to 30,920.05 tons.

The Admiralty announce the appointment of Sub-Lieutenant N. R. Peoples to the *Tamar*, additional for the *Whiting*, to date 28th inst., and of Assist. Paym. H. W. Woodward to the *Clio*, in charge, to date 9th inst.

By permission of Colonel Prior and officers the band of the 13th Rajputs played yesterday at the City Hall for the benefit of the French Convention's Bazaar; and gained encomiums from everyone for their well modulated and tastefully played programme. Mr. Coke conducted.

The Offerings in St. John's Cathedral on Sunday next, December 12th, will be given to the funds of the local Church Missionary Association. The preacher at Matins will be the Right Rev. Bishop Ingham, Secretary of the Church Missionary Society, and the Bishop of Victoria will preach at Evensong.

Messrs. Ferguson Brothers, shipbuilders and engineers, of Port Glasgow, have contracted to build a twin screw self-propelling bucket dredger for Japanese owners. This dredger is to be employed in the great basin at Dalry, near Port Arthur. The dredger will be of powerful construction, capable of lifting 1,000 tons an hour at a depth of 45 ft.

The owner of a dog was this morning charged at the Magistracy with keeping a ferocious animal unmuzzled. The complainant was a Chinese postman, who alleged that the animal flew at him near the doorway of the defendant's house and inflicted a bite to his right leg. After evidence had been heard, the case was dismissed. Mr. Otto Kong Sing appeared for the owner of the dog.

The engagement is announced between Edmund F. Gallagher, of the firm of Gallagher and Co., eldest son of the late W. E. Gallagher, of 13 Roland-gardens, S. W., and Mrs. Callaghan, Parkside, Ravenscourt Park W., and Kathleen Louise (Kella) Noble, younger daughter of the late G. E. Noble, of the Hongkong and Shanghai Bank, and Mrs. Noble 37, Inverness-terrace, Hyde Park W.

THE INDIAN OPIUM REVENUE.

A curious state of things (says the *Hongkong Gazette*) has arisen in consequence of the restriction under the Secretary of State's orders of the exports of Malwa opium from Bombay. The limit allowed to be exported in 1910 was booked, it will be remembered, several months ago and during the past few weeks there has been an extraordinary rush to get priority of shipment for 1911 for which year the limit of the number of chests to be exported has not yet been fixed. In the first thirteen days of November in Malwa 17,000 chests passed the scales, the duty of Rs. 600 being paid on each chest so that in all over a crore of rupees has reached the Government Treasury. This gigantic speculation has tightened the money market all round and at the same time has replenished the Government exchequer for the time being, though it represents, of course, only the forestalling of what would ordinarily have been the revenue of the year after next. Its result is to bring the opium receipts for this year which last month were fifty lakhs behind the estimates up to fifty lakhs ahead. It also makes it probable that should cotton now begin to move as the excellence of the harvest of this staple renders probable, the Government of India's year will close with a small surplus instead of with the deficit that has hitherto seemed L.C.V. table.

FAREWELL TO GENERAL MACHADO.

CONSUL AND MRS. LEIRIA "AT HOME."

Mr. J. J. Leiria, Consul for Portugal in Hongkong, and Mme. Leiria, were "At Home" yesterday afternoon at their consular residence in farewell to H. E. General Sir Joachim Machado, K.C.M.G., the Commissioner appointed by Portugal to delimit the boundaries of Macao with the Chinese Imperial Commissioner. There was a very large attendance at the reception, including Sir Henry May, Capt. P. H. M. Taylor, Commodore H. Lyon, R.N., and Mrs. Lyon, the Hon. Mr. Murray Stewart, Mr. T. F. F. (Consul for Japan), Dr. Vorstsch (Consul for Germany), Mr. H. P. Tiedemann (Consul for Russia), Mr. Von Wiesner (Consul for Austria-Hungary) and many others. Dancing was kept up until 8 p.m.

At noon today, the Portuguese Commissioner and Capt. J. M. R. Norton (secretary to the Commission) embarked on board the Pacific liner *Nippon Maru*, of the Toyo Kisen Kaisha, for Shanghai en route for Peking. Senhor Leiria and several of his consular colleagues were on Blake Pier to bid the departing Commissioner "God-speed." Capt. Taylor, A.D.C. to the Governor, was on board the Japanese steamer and transmitted Sir Frederick's farewell wishes to Sir Joachim Machado.

Senhor D. Cinatti, owing to indifferent health, is proceeding to Lisbon by the English mail steamer to-morrow.

VICTORIA REGATTA.

PRELIMINARY HEATS.

The preliminary heats of the V.R.C. Regatta, which will be held to-morrow, were rowed off at 5 p.m. yesterday. A launch left the Club-house at 4 p.m. with a large number of interested spectators to the course, at North Point.

The results were:—

CHAIRMAN'S CHALLENGE CUP:—

1. *Thistle*. F. K. Tata (Bow)
F. Leiria 2
A. J. Makis 3
L. E. Lammert (Stroke)
C. M. S. Alves (Cox)
2. *Rose*. M. A. R. Souza (Bow)
R. A. Carvalho 2
A. A. Carvalho 3
A. E. S. Alves (Stroke)
W. J. Carroll (Cox)

Alves' crew had a very bad start, whilst Lammert had a good one. Lammert was pulling 33, and Alves 30 strokes to the minute. On passing Kellat Island, Lammert dashed ahead and took a clear two lengths lead. While nearing the winning post, he increased his lead and won by about 4 lengths.

Time 9 m. 7 sec.

2ND HEAT.

1. *Ross*. H. S. Jepson (Bow)
S. Bell 2
E. Calvari 3
L. A. Musso (Stroke)
H. W. Pettley (Cox)
2. *Thistle*. A. J. V. Ribeiro (Bow)
H. C. Sayer 2
A. V. Barros 3
O. A. O. Rodrigues (Stroke)
F. F. E. da Silva (Cox)

Both crew started off well, and Musso took the lead, but Rodrigues did not let him have too big an advantage. He rowed well. From about two hundred yards to finish the latter crew slackened a bit, and Musso took a bigger lead. From this to finish Musso spurred and won by fully 3 lengths. Musso's crew was pulling 39 strokes to the minute.

Time: 8 m. 28 sec.

3RD HEAT.

1. *Thistle*. J. M. C. Lopes (Bow)
R. Galazzi 2
F. L. Rex 3
F. Rapp (Stroke)
F. R. Lammert (Cox)
2. *Leak*. A. R. Ellis (Bow)
J. M. R. Pereira 2
A. H. Carroll 3
J. A. R. Alves (Stroke)
F. X. Britto (Cox)

This heat was the best of the day, and produced a surprise. Contrary to all expectations Rapp's crew finished in front, thus justifying "Razle Dizzle's" prophecy. Both boats started off excellently and held on their course till Kellat Island. From this point a hard tussle ensued. About a quarter of a mile from the finish, hardly anything could be seen of the race as it was getting dark. In the final spurt Rapp won by a couple of lengths.

Time: 8 m. 4 sec.

The tide had a lot to do with the difference in the times.

INTERNATIONAL CHALLENGE CUP.

The Scotch crew for to-morrow's regatta has weakened considerably. They have lost Pollock, their stroke, who is unable to row from the effects of blood poisoning. "Jack" Forbes will take his place, and should no other Scotchman, who is in trim, be found to take the vacant place in the boat, F. A. Mackintosh will do so to make up the race although he was doing no training this season.

INTER-CLUB.

The Royal Hongkong Yacht Club's crew will also miss Pollock, and the crew for this race will be the same as that for the International.

In the Summary Court, this morning, a case was mentioned in which Eve Engledon is seeking to recover from Lydia Prior the sum of \$443.50, being amount of damages caused to the plaintiff by reason of the defendant wrongfully dismissing her from her position as governess in defendant's service. Mr. F. P. Hett appeared for the plaintiff and Mr. P. S. Dixon for the defendant. The case will be decided in Chambers.

HONEYMOON TRIP.

ON THE "STANLEY" TO MACAO.

Lieut. and Mrs. Beckwith, who were married on Wednesday, the 8th inst., proceeded on a honeymoon trip to Macao. The happy couple boarded the Government yacht *Stanley* by the launch *Pink* at 10.45 a.m. on Thursday. On board Mr. Beckwith proceeded to inspect the ship and congratulated her master (Captain G. L. Willoughby) on the way the *Stanley* was "dressed" in honour of the felicitous occasion. A large green garland 8 ft. in diameter was suspended on the stay between the two masts, while three double streamers 8 ft. long were flown on the fore and aft stay. The port and starboard gangways were transformed into bowers of overgreens and flowers; the ladder was draped with flags, and the saloon and bridal chamber artistically decorated with flowers.

Soon after 11 a.m. the *Stanley* left for Macao. The launch *Pink* with the staff of the Harbour Office on board piloted the *Stanley* for some distance, firing off strings after strings of crackers as she led the way for the yacht on the honeymoon journey. Passing the Fairway Buoy, those on board the *Pink* gave three hearty cheers for the popular assistant Harbour official. Lieut. Beckwith and his wife acknowledged the compliment, and the two vessels parted company.

On passing Green Island, Mr. Coleman, the lightkeeper, hoisted the Ensign and dipped three times—a graceful compliment—which those for whom it was intended duly appreciated. The *Stanley* responded with her ensign.

Macao was reached at 3.15 p.m., the Colonial Government yacht making fast to the Hongkong, Canton and Macao Steamboat Co.'s wharf, where the bridal party landed well satisfied and pleased with their delightful journey. Lieut. Beckwith expressed himself highly gratified with the arrangements for his and his bride's comfort on board, and as if to add to the pleasure of the voyage there was not a ripple on the water and no wind. The day was one of bright sunshine, reminding one of spring-time when, in the words of the Laureate, "young hearts turn to thoughts of love."

RHIO STRAITS COLLISION.

JUDGMENT OF COURT OF INQUIRY.

Judgment was given by the Marine Court of Inquiry yesterday afternoon, 9th ult., in the collision between the French mail steamer *La Seyne* and B. 1 *Onda* in the Rhio Straits on November 14. The judgment was as follows:—

In the matter of an inquiry held at Singapore on the 23rd, 24th, 25th and 26th days of November before Littleton Edward Peirce Wollamian, assisted by Charles Amys Radcliffe, Henry Percy Douglas, Edwin Frederick Stovell and Henry Sutherland Huxwell into the circumstances attending the loss of the steamship *La Seyne* in collision with the steamship *Onda*, the Court finds as follows:—

(1) The steamship *Onda* was properly (2) found in a thoroughly seaworthy condition on leaving Singapore on the 13th November 1909 bound for Tegal and Java ports.

(3) The steamship *La Seyne* was (4) properly found in a thoroughly seaworthy condition on leaving Batavia on the 12th November 1909 bound for Singapore.

(5) The usual and proper complement of officers was available for duty on both ships.

(6) The masthead light of *La Seyne* was reported to be the Master of the *Onda* and seen by him about 4 a.m. and her green light at 4.10 a.m. The bearing of the lights of *La Seyne* was then about 4 point on the port bow of the *Onda*. The *Onda* was then in a position North 22 East, (with the leading lights in transit on Palo Tulo) and three miles from Palo Sau light.

(7) A look out man was on duty on board the *Onda* and he reported the lights to the officer on the bridge prior to the collision.

(8) There is no evidence to show whether the lights of the *Onda* were or were not observed by *La Seyne* until immediately before the collision. The look out man and the officer in charge of the deck of *La Seyne* were both drowned.

(9) There is no evidence to show whether there was a look out man on duty on *La Seyne* after 4 a.m. or whether a report of any light was made.

(10 and 11) Under article 19 of the Regulations for the prevention of collisions at sea it was the duty of *La Seyne* to keep out of the way of the *Onda* and she failed to do so, not taking action until too late when a collision was imminent, thereby infringing the article.

The action eventually taken by *La Seyne* caused her, while under a port helm, to cross ahead of the *Onda* thereby infringing Article 22. The master of the *Onda* in starboarding his helm, before he was justified in doing so, committed an error of judgment. Further the master of the *Onda* in going hard astarboard when collision was imminent did not take such action as would best aid to avert a collision.

(12) Every possible step was taken by the officers and crew of the *Onda* to save the lives of the passengers, officers and crew of *La Seyne*.

(13) *La Seyne* sank 14 minutes after the collision and there was no time to do anything to save life.

(14) Ninety-three persons are believed to have lost their lives in the collision.

(15) *La Seyne* by infringing articles 19 and 22 was the direct cause of the collision. The master of the *Onda* for the error of judgment committed immediately before the collision deserves censure.

(16) The damage to the *Onda* is set out in the certificate of the Inspector of Marine Surveys, attached.

(17) *La Seyne* sank in 18 fathoms of water and is probably a total loss.—*Singapore Free Press*.

SURGEON A. R. Schofield has been appointed for duty at Hongkong hospital. He is a specialist in tropical diseases.

THE HASTINGS PROSECUTION.

BAIL ALLOWED IN THE SUM OF \$15,000.

Before Mr. J. R. Wood (Second Magistrate) in the Police Court this afternoon, the case was again mentioned in which Lam Fuk Chiu, an unemployed insurance broker, is charged with the alleged receiving of the sum of \$24,000 from Mr. John Hastings under false pretences with intent to cheat and defraud. Mr. F. B. L. Bowley (from the Crown Solicitor's office) prosecuted and Mr. W. E. L. Shenton (of Messrs. Deacons, Looker and Deacons) appeared for the defendant.

Mr. Bowley addressed his Worship and reiterated his wish that he should appear on the record as the Crown Solicitor.

Mr. Shenton contended that before his Worship could adopt a procedure which was wholly and totally unknown to that Court, his Worship must be satisfied that there was such a procedure when there was no informer, that is, ex-officio informer. He submitted that unless the informant appeared on the record in his own name or that of his solicitor, his Worship was bound, as his duty to the prisoner, to discharge the defendant.

Mr. Bowley at this juncture announced that the Crown did not appeal as a common informant.

Mr. Shenton—Will your Worship please make a note of that? I may have to make use of it another day.

The case was formally remanded till 10 o'clock on the 17th inst., bail being allowed in the sum of \$15,000.

EXAMINATION OF PRINCE ITO'S ASSASSIN.

TREATMENT OF PRISONERS.

The *Hij* reports that the examination of the assassin of Prince Ito and his accomplices at Port Arthur by Procurator Mikobuchi is progressing, but the particulars of the proceedings are strictly concealed from the public. The documentary evidence collected makes a large volume, and includes letters in Russian, Chinese, and Korean, besides telegrams, to obtain which a considerable sum of money has been paid. Dozens of telegrams appear to have been received by the accused daily from Vladivostok, Shanghai, Harbin, and Korea.

The prisoners are said to be satisfied with the treatment accorded them in prison. It is a rule of the Port Arthur Prison to treat Koreans on the same level as the Chinese, but an exception has been made in the present case, the assassin and his accomplices being treated like Japanese. It is alleged that no torture or flogging is resorted to in the examination. The prisoners are allowed to say what they please. Shortly after the assassin was put in prison, he wrote down the reasons for his crime, but what he had to say, remarks the report, was based on a misunderstanding on his part.

POLITICAL ASSASSINATION.

A writer in the Echo de Chine, commenting on the reasons given by the assassin of Prince Ito for his crime has the following remarks:—

"The list of reasons given by the assassin of Prince Ito to accuse his crime has nothing new in it. The murderer, like all his brethren in political assassination, claims to be a meteor of justice, a champion of his country. Rightly or wrongly, he regarded Prince Ito as oppressor of his country and killed him without hesitation. The Indian who assassinated Sir William Curzon Wyllie in London some months ago also regarded himself as a justice-worker, exactly as did those who two years ago shot the King of Portugal and his son."

"One of the characteristics of these political justice-workers is their absolute contempt for death. They have sacrificed their lives in advance, and having accomplished the blow, rarely seek to escape. They are a special type of visionaries who see nothing but the task which they have set themselves to accomplish without regard for the consequences. Their folly hides the senselessness of their deeds. Their ideal is summed up in these words: 'By suppressing the cause, the effect will also be suppressed'—a maxim which was never so false as in the case of political assassination. [It is not the maxim that is at fault, but its misconception by the assassins as to what is the cause.—Ed. J. C.] All political assassinations have been based on this maxim, from Charlotte Corday slaying Marat in his bath to the Korean striking down Prince Ito on his arrival at Harbin. And despite all that will be done, despite all the measures that will be taken, there will still be pseudo justice-lovers convinced that they have a special mission to accomplish on earth and that they must fulfil it cost what may. Despite all that is said they will not realise that their revengeful acts make them murderers and that, political or not, a murder is always a murder."—*Japan Chronicle*.

DR. MORRISON'S BROTHER.

FATAL SHOOTING ACCIDENT.

Mr. C. Norman Morrison, M.A., principal of Geelong College, was accidentally killed while out shooting on his farm in the Mounts Mornic district, yesterday, says a Melbourne wire of November 14. Mr. Morrison was getting over a fence when his gun exploded and inflicted such terrible injuries that he died shortly afterwards. He was single, and 45 years of age. The deceased gentleman was a brother of Dr. Morrison, correspondent of London Times at Peking. The news of his death will be received with deep regret throughout Australia, as there are old Geelong collegians in each of the other States. We are very sorry to hear of the sad death of Mr. C. N. Morrison. His sister was married here, in St. Andrew's Church, on January 22, 1906, to Mr. Lancelot E. Gault, Barrister-at-Law, Singapore, and tennis champion of that town. Mr. Morrison came to Ceylon with her on that occasion. Mr. and Mrs. Gault were in Colombo last spring, when the Australian tennis players, Dr. Parker and Mr. Quill, were here on their way home. Captain O'Brien.

FOOTBALL LEAGUE.

FIRST DIVISION.

To-morrow afternoon's fixtures for the tenth round of the first division are:—

R.G.A. vs. Kowloon Football Club, at the Military Ground, 4 p.m. Referee, Quarter-master Sgt. Barnfather.

Naval Yard vs. Royal Engineers, at the Naval Ground, 4 p.m. Referee, Gunner Marsh.

The following will represent the Kowloon Football Club in the match against the R.G.A.—Foulkes (Goal), Morris and Van Ginkel (Backs), Clements, Blackburn and C. Wilkie (Halfbacks), Hedley, Howell, Brown, T. Wilkie and Mead (Forwards).

SECOND DIVISION.

The fixtures in the eighth round of the above division are as follows:—

Lusitano Recreation Club vs. B. O. C., at the Military Ground, 2.30 p.m. Referee, S. pper Leigh, R.E.

83rd Co. R.G.A. vs. M.R.C., at Lyemun Ground, 4 p.m. Referee, Corp. K. Ily, A.S.C.

B" Co. Buffs vs. 87th Co. R.G.A. at Parade Ground, 4 p.m. Referee, Sapper Scarlett, R.E.

The B. O. C. team for to-morrow's match are:—K. Khan (Goal), A. A. Abbas, and J. Redfern (Backs), J. Chew, G. Caborn and Stemmers (Halfbacks), D. Baptista, S. Jex, Y. Abbas, J. Heigh and B. Musket (Forwards).

L. R. C. team:—L. G. Cordeiro, T. A. Cordeiro, J. F. Castro, F. M. Cruz, R. G. Silva, H. A. Hyndman, V. Azevedo, F. Soares, C. Sequeira, F. A. Hyndman and C. Lopes.

M.R.C. team:—(Goal) N. M. Box, (Backs) J. M. Dyer and Alim Khan (Halfbacks) H. G. Markar, F. Mouton and Ali Bux (Forwards). R. Nazarin, M. Rumjahn, S. Hariam, N. Rumjahn and C. G. Markar.

HONGKONG FOOTBALL CLUB vs. H.M.S. "MONMOUTH."

The following have been chosen to represent the Club in a friendly game against H. M. S. *Monmouth* to-morrow afternoon on the Club Ground at 4 p.m. sharp.

(Goal) F. H. Kew, (Backs) E. F. Aucott and J. McCubbin, (Halfbacks) H. W. Kilby, R. C. Barlow and Rickells, (Forwards) A. Aitchison, I. L. Goldenberg, A. Hamilton, J. D. Danby and H. L. O. Garrett.

CRICKET.

"TELEGRAPHS AND DODWELL'S C.C." vs. KOWLOON C.C.

The league match between the "Telegraphs and Dodwell's C.C." vs. Kowloon Cricket Club will be played to-morrow afternoon at Happy Valley, commencing at 2.15 p.m. sharp.

The following have been selected to play for the "Telegraphs and Dodwell's C.C."—R. B. Beattie, E. G. Barrett, T. C. Buckland, C. T. Hise, A. R. Luckie, W. Manning, E. G. Oliver, R. E. H. Oliver, C. E. Shields, W. Waterhouse and A. H. Young.

H. K. C. C. "A" vs. R.G.A.

This league match will be played off to-morrow afternoon at 2.15 p.m., on the Cricket ground. The Cricket Club "A" team will be represented by Hon. Dr. G. M. Atkinson, Messrs. O. J. Baras, A. A. Claxton, E. C. Nagen, J. Hall, H. Hascoe, E. Irving, A. C. Leith, A. Mackenzie, H. S. Sweeting and A. N. Other.

KOWLOON "A" vs. WATSON'S C.C.

Watson's Team:—James (Capt.) Spittles, Sutter, Hay, Spurge, Robins, Williams, Taylor, Tarrant, Craik and Phillips.

CYCLONE IN THE COCOS.

RUMOURS OF HEAVY DAMAGE ON THE ISLANDS.

News has been received in Singapore that a severe cyclone has recently swept over the Cocos Islands, in the Indian Ocean. Details are scanty, but it is understood that the visitation was of a more serious nature than has been experienced for many years and that the damage has been extensive. The group consists of about a dozen coral atolls, whose surface at no part is much more than 20 feet above high water, and at most points considerably lower, and it is believed that the storm has played great havoc amongst the coconut trees, which are principal form of cultivation on the islands.

On Direction Island is situated the cable station where some twenty employees of the Telegraph Company are housed and it is understood that the quarters have suffered damage, though to what extent we cannot ascertain. One of the Telegraph Company's steamers is due to leave Singapore, carrying the usual relief, in the course of a few days, and probably fully particulars of the occurrence will only be available when this vessel returns with the relieved men.—*Strait Times*.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

MANCHURIA.

PROVINCIAL INQUIRIES.

[By courtesy of the "Sheng Po"]

Peking, 9th December.

The Viceroy of the different Provinces have addressed telegraphic inquiries to the Central Government concerning recent events in Manchuria.

The Central Government has replied by wire that the territory is safe enough, but they expect some little difficulty in connection with railway affairs, on account of which the Central Government experience some uneasiness.

STAMP LAWS.

POSTPONEMENT SUGGESTED.

[By courtesy of the "Sheng Po"]

Peking, 9th December.

The Provincial Viceroys have telegraphed to the Ministry of Finance not to enforce the stamp laws. They are afraid that its enforcement might result in difficulties and delays, and recommend that modifications should be made.

The Ministry of Finance feel embarrassment as to how to act.

LATE SHUN KANAI.

REGEN'S SYMPATHY.

[By courtesy of the "Sheng Po"]

Peking, 9th December.

The Prince Regent is going to express his condolences with the family of the late Shun Kanai on the 20th inst.

YUNNAN RAILWAY.

ALLEGED FRENCH INTERFERENCE.

[By courtesy of the "Sheng Po"]

Peking, 9th December.

The high officials of Yunnan have telegraphed to the Throne to the effect that the French frequently interfere with the railway affairs and suggest that a *modus vivendi* should be agreed upon to prevent the differences.

MANCHURIA.

NEGOTIATIONS WITH JAPAN.

[By courtesy of the "Sheng Po"]

Peking, 9th December.

During the past few days, Prince Chin, Grand Councillor Na Tung and H.E. Liang Tun-yin, president of the Waiwupu, have been negotiating with the Japanese Minister on the question of the Three Eastern Provinces.

THE WAR MONUMENT AT PORT ARTHUR.

THE UNVEILING CEREMONY.

The monument erected at Port Arthur in commemoration of the soldiers and sailors who perished there during the late war was completed on the 12th ultimo, and the unveiling ceremony took place on Sunday, the 28th ult. The monument is on the summit of Peik Hill. Fine weather prevailed on the day of the ceremony. About 8 a.m. the proceedings were opened in the presence of Princes Fushimi and Kitashirakawa. The monument was unveiled by General Ohshima, the Governor-General of Kwantung. A large number of military and naval officers were present, headed by General Nogi and Admiral Togo, who represented the Army and Navy respectively. Members of the bereaved families of soldiers and sailors killed also attended the ceremony. Admiral Togo read a dedicatory address in front of the monument, and was followed by General Nogi, who delivered an impressive address, which was listened to with deep emotion by those who recalled that General Nogi's two sons were killed at Port Arthur. Countess Nogi was present. The two Imperial Princes also paid homage to the monument in accordance with the Shinto rites. The remainder of those present followed the example, and the proceedings closed about noon. *Japan Chronicle.*

THE "CYCLOPS" CASE.

IMPORTANT CROSS-EXAMINATION.

The case was resumed before Mr. E. R. Hallifax (First Police Magistrate) this afternoon in which four Chinese ex-pleas officers in the employ of the Opium Farm are charged with an alleged assault on four tallymen on board the s.s. *Cyclops* on the 11th August last. Mr. H. J. Gedge (of Messrs. Johnson, Stokes and Mar's) prosecuted and Mr. W. E. L. Shenton (of Messrs. Deacons, Looker and Deacon) appeared for the defendants.

Mr. Gedge stated that he was going to make some strong remarks regarding the conduct of the Police. He had been wholly misled on the question of identification and he applied for leave to call Mr. Wodehouse.

His Worship did not think the question of identification affected the case.

Mr. Gedge disagreed with his Worship's view and declared that the Police had strict instructions to observe certain formalities and he wanted to know why he had not been communicated with. He only wished to call Mr. Wodehouse. His Worship had power to call any witnesses.

Mr. Wodehouse then went into the box and deposed to certain Police regulations with regard to the question of identifications.

Mr. Gedge (to witness)—I want to know why, having that regulation in mind, you, as an Officer in the Police, did not comply with the regulation?

Mr. Wodehouse—It was not a Police identification.

That's your only excuse for not complying with the regulations?—That's my reason.

Then why did you appeal to me as to whether I wanted the Police to be mixed up in the case?—Because I considered that you were in charge of the identification.

Do you mean to tell me that that was the only reason which debarred you from conducting the identification according to the regulations?—Yes.

Whom did you think I was acting for?—Butterfield and Swire.

Don't you think it would have been better to have conducted the case according to the law?—Yes.

Then why did you not do it?—Because I was not in charge.

His Worship (to witness)—Have you ever had any identification before which had not led to a prosecution?—Not that I remember of. As far as I remember, it is always been a Police charge.

Have you any idea of having had any identification which had led to a summons or arrest?—The identification has never been disputed. A Chinese witness was then called.

Mr. Gedge put a certain question to the witness to which Mr. Shenton took exception. His Worship held the same view as Mr. Shenton.

Mr. Gedge—I can ask any question I like of the witness.

Mr. Shenton contended that his friend was cross-examining a privileged witness and said that he must ask his friend to conduct the case according to the law.

Mr. Gedge—You better go and read a book on cross-examination.

Mr. Shenton said his friend could not go against his Worship's ruling.

Mr. Gedge—His Worship has not ruled against me. If he does so, then, with all due deference to his Worship, I shall point out to him that he is wrong.

His Worship (to Mr. Gedge)—I must rule against you, Mr. Gedge.

Mr. Gedge (to Sergeant Wilson)—Have you made a statement in writing to the Captain Superintendent of Police regarding this affair since the 11th of August?

Mr. Shenton objected on the ground that information obtained by the Police was privileged.

Mr. Gedge asked his Worship to make a note of Mr. Shenton's objection.

His Worship—It is quite unnecessary.

Mr. Gedge—I am entitled to have a note taken down of my friend's objection, so that in case of appeal the matter can be properly argued.

His Worship did not agree with Mr. Gedge.

Mr. Gedge—Your Worship refuses to take down my friend's contention?

His Worship—Yes.

Mr. Gedge at this stage asked for permission to see a certain document and proceeded to read authorities in support of his application.

His Worship—I refuse permission.

Mr. Gedge—I am entitled to the document.

Mr. Shenton—It is a privileged document.

Mr. Gedge read further authorities and said that no evidence which the Sergeant gave could be privileged and therefore any evidence in writing could not be privileged. He asked his Worship to adjourn the case in order to allow of a fuller consideration of the law.

His Worship decided to continue with the case.

Mr. Gedge (to witness)—Did you tell the Chief Officer that if he interfered you would lock him up?

Mr. Shenton objected.

Mr. Gedge (to witness)—Did you tell him you would lock him up?—No.

Do you mean to say they did not remonstrate with you?—They said that the men had been held by their queues.

Didn't they say that they had been cruelly treated?—No, not to my knowledge.

Did both the Chief Officer and the Captain talk to you at the same time?—No, they talked one after the other.

The Captain was equally strong about the matter?—Same as the Chief Officer.

Did you tell the Captain "You better go and read your Hongkong regulations"?—No.

Did you really think that the Captain honestly believed that a Sergeant in uniform had no authority on board?—Yes, I really thought that and I told him that a coolie would have known better.

Did the Captain obstruct you?—There was no physical obstruction but his demeanour almost amounted to that.

Did the Chief Officer also obstruct you?—Yes.

Now, Sergeant, I want you to tell the Court what led you to believe that his demeanour amounted to obstruction?—The Captain stood on the gangway and said that the uniform was so proper, that anyone could wear a uniform and that I had no right to arrest the four men. And the Chief Officer?—He did the same thing. He did the same thing?—Yes.

Do you really think that the Captain meant to insinuate that you were masquerading in Police uniform?—Yes.

Didn't you tell him it was all right and that if he interfered it would be at his peril?—I don't remember. I may have said it.

And he in like manner said that that would be brutality?—He may have said it.

Did you make a statement in writing to the solicitor for the defendants?—No.

Mr. Shenton objected and was upheld by his Worship.

Mr. Gedge asked for a reduction of the statements to the Captain Superintendent of Police and the solicitor for the defendants. The application was complied with. The case was then remanded till 4.30 p.m. on Tuesday next.

CANTON DAY BY DAY.

DEPARTING OFFICIALS.

[From Our Own Correspondent.]

Canton, 9th December. Taotai Wang Ping Yun, resident Director-General of the Canton Hankow Railway at Canton, and Wang Ping Pih, ex-Taotai of Constabulary of the Kwangtung Province, who are brothers, left here on the 8th instant on board the tugboat *Po Pih* for Hongkong, where they will tranship to Shanghai en route to their native province of Szechwan to make arrangements for the interment of their father, Admiral Li Chun, who is also a native of the Szechwan province, accompanied the Taotais to Hongkong to see them off.

CANTON-HANKOW RAILWAY.

The Canton-Hankow Railway Company received, on the 7th instant, a telegram from the Ministry of Posts and Communications at Peking advising that the Ministry had deputed two of its members, Lum Ping Cheung and Leung Yung Wo, to proceed to the Southern capital to make an inspection of, and report upon the progress of the work on the construction of the Canton-Hankow railroad. The Railway Company has been instructed to give every possible facility to these two officials while on their mission.

PRESS AGITATION.

The Chinese newspaper *Mun Hui Yat Po* at Shanghai was closed by order of the Shanghai Taotai, Tsai Nai Huang, on charges of making certain comments which were alleged to be unfavourable to the Japanese. On this account complaints were lodged by the general public against the action of the Shanghai Taotai. Yesterday the Canton Press Society sent a telegram to Taotai Tsai urging him to release their contemporary at Shanghai otherwise they will denounce him even though he is a Cantonese.

SELF-GOVERNMENT SOCIETY.

A general meeting has been arranged for the 9th instant by the Canton Self-Government Society to discuss the following matters:—

1. How to deal with the President of the Ministry of Foreign Affairs, H.E. Liang Tun Yeh, a native of Canton, for his grave fault in the case of the Manchuria Convention.

2. How to deal with the Shanghai Taotai, Tsai Nai Huang, also a native of Canton, for his action in closing the *Mun Hui Yat Po*, a newspaper at Shanghai.

To make protest against the letting of the fall for an increased rental to the detriment of the general public.

FLOOD RELIEF.

The Canton Central Relief Committee has remitted a sum of \$10,000 to H.E. Chang Jen Chun, Viceroy of the Liang Kiang provinces, in aid of the flood sufferers at Kiang Pei.

EASTERN CADETSHIPS.

THE CIVIL SERVICE COMPETITIVE EXAMINATION.

From the list showing the various services to which the successful candidates in the concurrent open competitive examinations, held in August 1909 for (i) the Civil Service of India, (ii) Clerkships (Class I) in the Home Civil Service, and (iii) Eastern Cadetships in the Colonial Service we give the names of those assigned to the Eastern Cadetships, including appointments to Ceylon, the Straits Settlements, the Protected Federated Malay States, and Hongkong:

Hubert Ernest Newham, Dean Close Memorial School, Cheltenham, Oxford (St John's), Arthur Mitchell Goodman, King Edward VI. School, Both, Oxford (New) Guy Stanley Woodman, Rosall Cambridge (Jesus) James Devane, St. Munchin's Limerick, Royal University of Ireland (Queen's College, Cork), Mark Aitchison Young, Eton, Cambridge (King's), Mungo Tennant Archibald, Hamilton Academy, Glasgow, Oxford (Pembroke), William Kenneth Hunter Campbell, Rosall, Oxford (Wadham), Robin Ernest Gordon-Walker, Rugby, Cambridge (King's), Richard Bourke Osborne, Cheltenham College, Oxford (Wadham), Roger Edward Linsell, Uppingham, Cambridge (King's Henry Angustus Forster, Dulwich College, Cambridge (Magdalene), Samuel Burnside Boyd McElderry Campbell College Belfast, Trinity College, Dublin.

RUBBER NOTES.

LINGOI PLANTATIONS.

Messrs. Guthrie and Co. (agents) advise that the directors of the above have declared a second interim dividend of 25 per cent payable on Dec. 23.

Labu (Guthrie and Co.) output.

Nov. 09 11 mos. Nov. 08 11 mos.

9493 72374 4073 31831.

JAPANESE CONSUL ON TOUR.

MR. SEGAWA'S DEPARTURE.

Mr. A. Segawa, Consul-General for Japan in Canton, has just started on a tour of his consular district. The Japanese official came over from Canton two or three days ago and this morning embarked on board the German steamer *Helios* bound for Hankow. Mr. Segawa will visit the small community of his compatriots at that port and then resume his tour covering the whole of Kwangtung which is within his Consular jurisdiction.

COMMERCIAL.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadoorie & Co. write this afternoon:—

Most stocks during the week under review have exhibited steadiness, and in the case of Unions and Hongkong Banks some advance has to be recorded. Rubber shares have shown a tendency to weakness, during the week, and close steady. Any decline in the value of stocks has been in sympathy with London, influenced no doubt by the drop in the price of the raw material. Latest telegraphic advices to hand quote Rubber Hard fine Para at 7½ per lb.

The seventh annual meeting of shareholders in the South China Morning Post, Ltd., is advertised to take place on Wednesday, the 15th inst., at noon. The register of shares was closed on the 8th inst. and will be re-opened after the meeting.

Banks.—Hongkong and Shanghai Banks have been sold at \$95 and \$97½ closing firm at the rate. The London price has risen to £9½. Nationals continue in demand at \$55.

Marine Insurance.—Cantons have been sold at the reduced rate of \$150. An unsatisfied demand exists for North Canas but shares are scarce and difficult to obtain, and the quotation is purely nominal. A further advance has taken place in Unions and after sales at \$890 have more inquiries at the rate. Yangtzes are reported sold in the North at \$125.

Fire Insurance.—China Fires have been sold at the improved rate of \$117½, closing in demand. Hongkong Fires remain weak and on offer at \$375.

Shipping.—Hongkong, Canton and Macao Steamboats have found buyers at \$30½ and at the close are inquired for at \$30½. Indo-China can possibly be placed at \$50. In the North Sales are reported at Tls. 43. Shell Transports have been dealt in at 66½ during the early part of the week and at the close there are buyers at 67½. Star Ferries, old, are wanted at \$25, while the new shares are quiet at \$14½.

Refineries.—A considerable business has been done in China Sugars between \$18½/\$19½ the market closing quiet at the latter rate. Luzerns are firmer, with inquiries at \$21. Perak Sugars have been dealt in at Tls. 34½ in the North.

Mining.—Sales are reported of Chinese Engineering at Tls. 10.30. Raubs continue on offer at \$7½.

Docks, Wharves and Godowns.—Kowloon Wharves are easier and can be obtained at \$61½. Whampoa Docks, after declining to \$50, at which price a small sales have been put through, are firmer and wanted at \$51½. Shanghai Docks show an improvement on last week's quotation and are quoted at Tls. 77. Hong Kong Wharves have also improved and can be had at Tls. 130.

Land, Hotels and Buildings.—Hongkong Hotels, old and new, are wanted at quotations. Sales of Hongkong Land have been effected at \$102, and more can be placed at the rate. Humphreys Estates have changed hands at \$8. West Points are wanted at \$44.

Cotton Mills.—Hongkong Cottons have improved and sales have taken place at \$64. Ewos are firm with buyers at Tls. 134. According to latest mail advices to hand from the North, changes in other Northern Mills are as follows:—Internationals Tls. 75. Lan Kang Mows Tls. 105 and Soychees Tls. 440.

Miscellaneous.—China Light and Powers have been dealt in at \$5 closing with further buyers. China Providents have changed hands at \$9½ and Green Island Cements at \$7½, the latter closing with sellers at the rate. South China Morning Posts are steady at \$14. In their report for the year ending 31st August 1909, the directors of this company state that the profit for the year is \$55,506.29 and after deducting this amount from the debit balance of \$56,602.67 as per last balance sheet there will be a balance of \$3,096.38 to be carried to the debit of next year's account. Langkats have further improved and are wanted in the North at Tls. 780. Sumatras have strengthened to Tls. 117½, at which rate buyers prevail.

Rubbers.—There are buyers of Anglo Malays at 14½. Balgowies are firm at \$70. Castilefids are wanted at 50½ and Golcondas at 57½. Damansaras have changed hands at 78½ but close slightly weaker. Highlands and Lowlands are in demand at 62½. Kamplings are easier at 3½. Kuala Lumpurs have declined to 86½ at which rate sales have taken place. Linggis have also weakened but have buyers at 24½. Ragallas are on offer in Singapore at \$16. Ledburys have buyers at 45. Shelders have sellers at 31½. Sungai Obos have risen to 35½ (partly paid) at which rate they can be placed. Sandycrofts continue in favour at \$775 (S'pore) Sungai Kapars have been sold at 72½.

Exchange.—The Bank's selling rate on London is 1/4 on demand, The T/T rate on Shanghai is 75½.

Dividends Payable.—Anglo Malays—Second interim of 12½ per cent, for 1909. Langkats—Final of Tls. 12½ and bonus of Tls. 7½ for 1909. Yalambroas—Interim of 1¼ for 1909. Linggis Quarterly dividend of 6d. per share.

Forward Settlements.—The following dates have been fixed by the Stockbrokers' Association of Hongkong for Forward Settlements:—

December settlement 29th December.

To-day's Advertisements.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLEDI."

FROM LEITH, MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 24th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 10th December, 1909. [316]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"AWA MARU," having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 16th December, will be subject to rent.

No Fire Insurance has been effected. Damaged packages must be left in the Godowns for examination by the Consignee and the Consignee's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.

Hongkong, 10th December, 1909. 1458-459

Events Coming.

Friday, 10th December.

Theatre Royal, "Merrymakers," 9 p.m.

Saturday, 11th December.

Victoria Regatta 1 p.m.

Hughes and Hough, Miscellaneous Articles sale, 2.30 p.m.

Hongkong Gun Club Championship shoot, in the afternoon.

Football Matches, Happy Valley.

Theatre Royal, "Merrymakers," 9 p.m.

Phoenix Club Smoking Concert.

Monday, 13th December.

Hughes and Hough, Furniture sale, MacDonnell Road, 2.30 p.m.

Victoria Recreation Club, Extraordinary General Meeting, 6 p.m.

Tuesday, 14th December.

Geo. P. Lammar, Furniture sale, 2.30 p.m.

Organ Recital, in St. Peter's Church, 5.30 p.m.

Wednesday, 15th December.

South China Morning Post, Ltd., Annual Meeting, in the Offices of Dr. Noble, Bank Building, Noon.

Saturday, 18th December.

A. A. A. Sports Meeting, Kowloon Track.

Saturday, 25th December.

Public Holiday.

Tuesday, 28th December.

Hughes and Hough, Auction sale of Sundries, etc., at H.M. Naval Establishments, 10 a.m.

Wednesday, 29th December.

Hughes and Hough, Auction sale of Sundries, etc., at H.M. Naval Establishments, 10 a.m.

Intimations.

WE RECOMMEND A TRIAL

OF OUR

OWN MAKE

PORK

SAUSAGES

25 cents per lb.

THE

DAIRY FARM Co.,

LIMITED.

Hongkong, 30th November, 1909. [380]

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TO BE OBTAINED

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of
12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER
SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B.
(Subject to alteration).
Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From St. John, N.B.
"EMPRESS OF JAPAN" SATURDAY, JAN. 1ST.	"CHARTER" FRIDAY, JAN. 28TH.
"EMPRESS OF CHINA" SATURDAY, JAN. 29TH.	"EMPRESS OF IRELAND" FRIDAY, FEB. 15TH.
"MONTEAGLE" TUESDAY, FEB. 15TH.	"EMPRESS OF IRELAND" FRIDAY, FEB. 15TH.
"EMPRESS OF INDIA" SATURDAY, FEB. 26TH.	"EMPRESS OF IRELAND" FRIDAY, APRIL 21ND.
"EMPRESS OF JAPAN" SATURDAY, MAR. 26TH.	"EMPRESS OF IRELAND" FRIDAY, MAY 20TH.
"EMPRESS OF CHINA" SATURDAY, APRIL 23RD.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Australia" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers of the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop-over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "Oce" Class of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 43.
Via New York 45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
W. GRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
S'GAPORE, PENANG & CALCUTTA LAISANG	"KONGSANG"	SATURDAY, 11th Dec., Noon.
SHANGHAI	"KONGSANG"	TUESDAY, 14th Dec., Daylight.
SHANGHAI	"WINGSANG"	WEDNESDAY, 15th Dec., 4 P.M.
MANILA	"YUENSANG"	FRIDAY, 17th Dec., 4 P.M.
CHIEFOO & WEIHAWEI	"CHIEFSANG"	TUESDAY, 21st Dec., 4 P.M.
SINGAPORE, SANARANG & S'YAYA FOOSHING	"FOOSHING"	TUESDAY, 21st Dec., 4 P.M.
SHANGHAI, YOKOHAMA, KOBÉ	"KUTSANG"	SUNDAY, 26th Dec., Daylight.
S'GAPORE, PENANG & CALCUTTA NAMSANG	"NAMSANG"	THURSDAY, 6th Jan., Noon.

RETURN TOURS TO JAPAN (Occupying 24 Days).

The steamers *Kaitang*, *Namsang* and *Fookang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 10 to 15 days in Japan. If passengers leave the steamer at Yokohama and rejoin at Kobe, these vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Oboro, Tientsin & Newchwang.

For Freight or Passage, apply to
JARDINE MATHESON & CO., LD.,
Telephone No. 61.
Hongkong, 10th December, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS.	TO SAIL
AMOY, NINGPO & SHANGHAI	"CHINKIANG"	11th Dec., 4 P.M.
SWATOW & SHANGHAI	"HANYA"	11th " " " " "
SHANGHAI	"HANYA"	11th " " " " "
AMOY, MANILA, CEBU & ILOILO	"SUNGKIANG"	13th " " " " "
MANILA	"TAMING"	14th " " " " "
SHANGHAI	"CHERAN"	16th " " " " "
SHANGHAI	"ANHUI"	19th " " " " "
MANILA	"TEAN"	21st " " " " "
SHANGHAI	"LINAN"	23rd " " " " "
MANILA, ZAMBANGA and USUAL	"CHANGSHA"	10th Jan., " " " " "

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA-TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State-rooms and Dining Saloon.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chonan*, *Linan*, *Chinkiang*)

with excellent passenger accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo through Bills of Lading to all Ports in China and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE.

Telephone No. 36.

Hongkong, 10th December, 1909.

HONGKONG—MANILA.
CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Date.
ZAFIRO	1540	R. Rodger	MANILA	SATURDAY, 18th Dec., at Noon.
KUBI	1540	R. W. Almond	"	FRIDAY, 24th Dec., at 5 P.M.

For Freight or Passage, apply to
SHEWAN TOMES & CO.,
General Managers,
11, 13, 15, 17, 19, 21, 23, 25, 27, 29, 31, 33, 35, 37, 39, 41, 43, 45, 47, 49, 51, 53, 55, 57, 59, 61, 63, 65, 67, 69, 71, 73, 75, 77, 79, 81, 83, 85, 87, 89, 91, 93, 95, 97, 99, 101, 103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 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2187, 2189, 2191, 2193, 2195, 2197, 2199, 2201, 2203, 2205, 2207, 2209, 2211, 2213, 2215, 2217, 2219, 2221, 2223, 2225, 2227, 2229, 2231, 2233, 2235, 2237, 2239, 2241, 2243, 2245, 2247, 2249, 2251, 2253, 2255, 2257, 2259, 2261, 2263, 2265, 2267, 2269, 2271, 2273, 2275, 2277, 2279, 2281, 2283, 2285, 2287, 2289, 2291, 2293, 2295, 2297, 2299, 2301, 2303, 2305, 2307, 2309, 2311, 2313, 2315, 2317, 2319, 2321, 2323, 2325, 2327, 2329, 2331, 2333, 2335, 2337, 2339, 2341, 2343, 2345, 2347, 2349, 2351, 2353, 2355, 2357, 2359, 2361, 2363, 2365, 2367, 2369, 2371, 2373, 2375, 2377, 2379, 2381, 2383, 2385, 2387, 2389, 2391, 2393, 2395, 2397, 2399, 2401, 2403, 2405, 2407, 2409, 2411, 2413, 2415, 2417, 2419, 2421, 2423, 2425, 2427, 2429, 2431, 2433, 2435, 2437, 2439, 2441, 2443, 2445, 2447, 2449, 2451, 2453, 2455, 2457, 2459, 2461, 2463, 2465, 2467, 2469, 2471, 2473, 2475, 2477, 2479, 2481, 2483, 2485, 2487, 2489, 2491, 2493, 2495, 2497, 2499, 2501, 2503, 2505, 2507, 2509, 2511, 2513, 2515, 2517, 2519, 2521, 2523, 2525, 2527, 2529, 2531, 2533, 2535, 2537, 2539, 2541, 2543, 2545, 2547, 2549, 2551, 2553, 2555, 2557, 2559, 2561, 2563, 2565, 2567, 2569, 2571, 2573, 2575, 2577, 2579, 2581, 2583, 2585, 2587, 2589, 2591, 2593, 2595, 2597, 2599, 2601, 2603, 2605, 2607, 2609, 2611, 2613, 2615, 2617, 2619, 2621, 2623, 2625, 2627, 2629, 2631, 2633, 2635, 2637, 2639, 2641, 2643, 2645, 2647, 2649, 2651, 2653, 2655, 2657, 2659, 2661, 2663, 2665, 2667, 2669, 2671, 2673, 2675, 2677, 2679, 2681, 2683, 2685, 2687, 2689, 2691, 2693, 2695, 2697, 2699, 2701, 2703, 2705, 2707, 2709, 2711, 2713, 2715, 2717, 2719, 2721, 2723, 2725, 2727, 2729, 2731, 2733, 2735, 2737, 2739, 2741, 2743, 2745, 2747, 2749, 2751, 2753, 2755, 2757, 2759, 2761, 2763, 2765, 2767, 2769, 2771, 2773, 2775, 2777, 2779, 2781, 2783, 2785, 2787, 2789, 2791, 2793, 2795, 2797, 2799, 2801, 2803, 2805, 2807, 2809, 2811, 2813, 2815, 2817, 2819, 2821, 2823, 2825, 2827, 2829, 2831, 2833, 2835, 2837, 2839, 2841, 2843, 2845, 2847, 2849, 2851, 2853, 2855, 2857, 2859, 2861, 2863, 2865, 2867, 2869, 2871, 2873, 2875, 2877, 2879, 2881, 2883, 2885, 2887, 2889, 2891, 2893, 2895, 2897, 2899, 2901, 2903, 2905, 2907, 2909, 2911, 2913, 2915, 2917, 2919, 2921, 2923, 2925, 2927, 2929, 2931, 2933, 2935, 2937, 2939, 2941, 2943, 2945, 2947, 2949, 2951, 2953, 2955, 2957, 2959, 2961, 2963, 2965, 2967, 2969, 2971, 2973, 2975, 2977, 2979, 2981, 2983, 2985

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIN & Co. Corrected to noon: later alterations given under "Commercial Intelligence," page 5.

ST. CKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	ST. SING QUOTATIONS
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$1,510,000 \$150,000	\$2,007,819	Interim of 1/2 for account 1909 @ ex 1/10 = \$1.72	4 %	{ 1907 sales London 1908
National Bank of China, Limited	99,925	7	6	\$4,000 \$3,000	\$30,551	\$2 (London 1/6) for 1903	...	\$65 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$254,183 \$903,791 \$185,000	none	\$10 for 1908	7 %	\$150 sales
North China Insurance Company, Limited	10,000	15	15	Tls. 150,000 Tls. 129,747 Tls. 118,477 \$200,000	Tls. 160,512	Interim of 7/6 for 1908	5 1/2 %	Tls. 110 buyers
Union Insurance Society of Canton	12,400	\$250	\$100	\$1,240,000 \$1,134,438 \$1,052,240 \$682,600	\$8,464,921	Final of \$17 making \$47 for 1907 and interim of \$30 for 1908	5 1/2 %	\$890 buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$1,000,000 \$294,405 \$199,261 \$1,000,000	\$1,703,171	\$12 and bonus \$3 for 1907	7 %	\$225 sales
FIRE INSURANCE.								
China Fire Insurance Company	70,000	\$100	\$10	\$1,000,000 \$438,063 \$133,403 \$1,431,473	\$375,341	\$6 and bonus \$2 for 1907	7 %	\$117 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$2,000,000 \$617,501 \$119,267 \$23,645	\$21,170	\$27 for 1907	7 1/2 %	\$375 sellers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$15	\$7,500 \$30,000 \$700,800	\$1,085	\$1 for 1906	...	\$8 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$2,000,000 \$250,000 \$617,501 \$119,267	NIL	\$1 for year ending 30.6.1908	...	\$35
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$1,200,000 \$219,267 \$23,645	\$21,170	Interim of \$12 for account 1909	7 1/2 %	\$304 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	65	65	\$1,000,000 \$2,000,000 \$4,000,000	\$13,755	6/1 for 1907 on Preference shares only @ ex 1/10 11/16 = \$3.154	...	\$60 buyers
Do. (Deferred)	60,000	65	65	\$1,000,000 \$2,000,000 \$4,000,000	\$13,755	Final of 2/1 for 1908 and interim of 1/1 for 1909	...	67/3 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	1	1	\$2,000,000 \$18,000 \$46,800	\$6,127	\$1.00 for year ending 10.4.1909	4 %	\$26 buyers
"Star" Ferry Company, Limited	10,000	10	10	\$100,000 \$10,000 \$46,800	\$6,127	\$1.00 for year ending 10.4.1909	3 1/2 %	\$14
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$2,000,000 \$56,848	Dr. \$5,158	\$5 for year ending 31.12.08	3 1/2 %	\$160 sellers
Luzon Sugar Refining Company, Limited	7,000	5	100	none	Dr. \$13,891	\$3 for 1897	...	\$12 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 5	Tls. 50	Tls. 100,000	Dr. Tls. 60	Tls. 10 for year ending 31.12.09	...	Tls. 3500000
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	1	1	\$1,000,000 \$1,121,281	Dr. 43	Final of 1/1 making 3/1 for 1909	7 %	Tls. 19.30 sales
Raub Australia Gold Mining Company, Limited	150,000	1	1	\$150,000 \$1,121,281	Dr. 43	No. 12 of 1/1 = 48 cents	...	\$72 sellers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Gep.) & Co., Limited	18,000	\$25	\$25	\$450,000 \$550,000 \$25,800 \$40,000	Dr. 17,421	\$1.75 for year ending 31.12.08	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$55	\$50	\$3,300,000 \$25,800 \$40,000	\$30,102	None	...	\$61 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$5	\$50	\$2,500,000 \$25,800 \$40,000	\$30,102	Interim of \$14 for account 1909	...	\$514 buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 100,000 Tls. 64,257 Tls. 50,000 Tls. 115,000	Tls. 6,127	Final of Tls. 3 for year ending 30.4.09	6 1/2 %	Tls. 77
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 10	Tls. 100	Tls. 100,000 Tls. 64,257 Tls. 50,000 Tls. 115,000	Tls. 12,818	Final of Tls. 6 making Tls. 10 for 1908	7 %	Tls. 12 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	35,000	Tls. 10	Tls. 100	Tls. 35,000 Tls. 1,000 \$1,000	Tls. 4,134	Tls. 6 for year ending 29.2.09	5 1/2 %	Tls. 105 buyers
Central Stores, Limited	50,123	5	5	\$1,000 \$1,000 \$1,000	\$24,641	\$1.20 on old and 60 cents on first new issue	...	\$17 sellers
Hongkong Hotel Company, Limited	8,000	\$5	\$5	\$40,000 \$1,000 \$1,000	\$19,272	Interim of \$2.40 on old and 40 cents on new shares for account 1909	...	\$75 sales
Hongkong Land Investment and Agency Co., Ltd.	59,000	\$1	\$1	\$59,000 \$1,000 \$1,000	\$25,475	Interim of 3/1 for account 1909	6 1/2 %	\$102 buyers
Humphreys Estate & Finance Company, Limited	150,000	1	1	\$150,000 \$1,000 \$1,000	\$5,486	60 cents for 1908	6 1/2 %	\$9 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000 \$1,000 \$1,000	\$278	\$1 for 1908	5 %	\$30 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 3,900,000 Tls. 1,000,000 none	Tls. 142,404	Interim of Tls. 3 for account 1909	6 1/2 %	Tls. 120 sales
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000 none	Dr. 1,068	Interim of 1/2 for account 1909	8 1/2 %	\$44 buyers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 5	Tls. 750,000 Tls. 40,098 none	1,991	Tls. 11 for year ending 31.10.09	3 1/2 %	Tls. 129 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$1	\$1,250,000 Tls. 40,098 none	1,991	5 cents for year ending 31.7.08	...	\$64 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000 Tls. 1,000,000 Tls. 1,000,000	Tls. 8,372	Tls. 71 for year ending 30.9.06	...	Tls. 75
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 1	Tls. 800,000 Tls. 1,000,000 Tls. 1,000,000	Tls. 4,829	Tls. 4 for 1908	...	Tls. 105
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 50	Tls. 1,000,000 Tls. 1,000,000 Tls. 1,000,000	Tls. 15,911	Tls. 5 for 1906	...	Tls. 440
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,000 \$1,000 \$1,000	\$648	15 % per share for 1908	...	\$10
China-Borneo Company, Limited	60,000	12/6	12/6	\$1,000 \$1,000 \$1,000	\$648	\$1.20 for 1908	...	\$12
China Light and Power Company, Limited	50,000	\$10	\$10	\$500,000 \$1,000 \$1,000	\$648	50 cents for year ended 28.2.06	10 %	\$6 buyers
Do. Do. special shares	20,000	\$10	\$10	\$200,000 \$1,000 \$1,000	\$648	80 cents for 1908	8 1/2 %	\$9 sales
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,250,000 \$1,000 \$1,000	\$648	\$1.10 for year ending 31.7.09	8 1/2 %	\$164 sellers
Dairy Farm Company, Limited	40,000	57 1/2	56	\$2,000,000 \$1,000 \$1,000	\$1,891	Interim of 15 cents for account 1909	10 %	\$7 1/2 sa. and s.
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000 \$1,000 \$1,000	\$1,891	8 cents for year ending 31.12.08	8 1/2 %	\$12
H. Price & Company, Limited	12,000	\$10	\$10	\$120,000 \$1,000 \$1,000	\$1,891	\$1 and bonus 10 cts. for year ending 29.2.09	6 %	\$204 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$1	\$600,000 \$1,000 \$1,000	\$1,891	Interim of \$2 for account 1909	10 %	\$180 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000 \$1,000 \$1,000	\$1,891	Interim of \$1 for account 1909	8 1/2 %	\$321 sales
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$600,000 \$1,000 \$1,000	\$1,891	Third of quarterly of Tls. 121 for account 1909	...	Tls. 780
Maatschappij tot Exploitatie van Landbouwk planten in Langkat, Bandoeng en Landbouwk	35,000	Gs. 100	Gs. 100	Tls. 547,500 Tls. 6,074 \$10,000	Tls. 316,682	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09	6 %	\$13
Peak Tramways Company, Limited	25,000	\$10	\$10	\$250,000 \$1,000 \$1,000	Tls. 6,074	\$1 paid shares for year ending 30.4.09	3 %	\$14.40
Peak Tramways Company (new)	50,000	\$10	\$10	\$500,000 \$1,000 \$1,000	Tls. 6,074	None	...	\$91 buyers
Philippine Company, Limited	75,000	\$0	\$10	\$750,000 \$1,000 \$1,000	Tls. 6,074	None	...	\$91 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 600,000 Tls. 1,000 \$1,000	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	4 1/2 %	Tls. 115 buyers
South China Morning Post, Limited	6,000	\$25	\$25	\$150,000 \$1,000 \$1,000	Dr. \$56,002	None	...	\$231 buyers
Steam Laundry Company, Limited	20,000	\$25	\$25	\$500,000 \$1,000 \$1,000	\$63	40 cents for year ending 31.5.09	7 %	\$14
United Waterboat Company, Limited	50,000	\$10	\$10	\$500,000 \$1,000 \$1,000	\$63	60 cents for year ending 31.12.03	5 %	\$101 sales
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$100,000 \$1,000 \$1,000	\$63	60 cents per ord. share for year ending 31.5.09	6 1/2 %	\$121 buyers
Watson (S.S.) & Co., Limited	90,000	\$10	\$10	\$900,000 \$1,000 \$1,000	\$63	Final of 30 cents for 1908	6 1/2 %	\$71 sellers
William Powell, Limited	15,000	\$7	\$7	\$105,000 \$1,000 \$1,000	\$63	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	...	\$3 sellers
RUBBERS.								
Anglo-Malay Rubber Company, Limited (fully paid)	1,500,000	2 1/2	2 1/2	\$3,750,000 \$1,000 \$1,000	none	Interim of 12 1/2 % for account 1909	...	14/1 buyers
Balgownie Rubber Estate, Limited	20,000	\$1	\$1	\$20,000 \$1,000 \$1,000	none	20 % interim for 1909	...	\$70 buyers
Castlefield Rubber Estate, Limited	20,000	\$1	\$1	\$20,000 \$1,000 \$1,000	none	20 % for 1909	...	\$70 buyers
Damansara (Selangor) Rubber Co.	110,000	1/4	1/4	\$27,500 \$1,000 \$1,000	\$11,05	None	...	\$77 buyers
Golconda Malay Rubber Co.	8,000	1/4	1/4	\$2,000 \$1,000 \$1,000	none	None	...	\$77 buyers
Highland & Lowland Para. Rubber Co. (fully paid)	181,454	1/4	1/4	\$45,363 \$1,000 \$1,000	none	None	...	\$77 buyers
Do. Do. (contributory)	123,545	1/4	1/4	\$30,886 \$1,000 \$1,000	none	None	...	\$77 buyers
Kamuning (Perak) Rubber tin & Co.	950,000	1/4	1/4	\$237,500 \$1,000 \$1,000	\$8,784	7 1/2 % interim for 1909	...	nominal
Do. Do. A shares	105,000	1/4	1/4	\$26,250 \$1,000 \$1,000	none	None	...	nominal
Do. Do. B shares	105,000	1/4	1/4	\$26,250 \$1,000 \$1,000	none	None	...	nominal
Kuala Lumpur Rubber Co., Limited	180,000	1/4	1/4	\$45,000 \$1,000 \$1,000	none	None	...	nominal
Linggi Plantations, Limited (ordinary)	900,000	1/4	1/4	\$225,000 \$1,000 \$1,000	none	None	...	nominal
Do. Do. (7 1/2 % pref.)	100,000	1/4	1/4	\$25,000 \$1,000 \$1,000	none	None	...	nominal
Ragalla Rubber Company, Limited (ordinary)	22,500	1/4	1/4	\$5,625 \$1,000 \$1,000	none	None	...	nominal
Do. Do. (8 1/2 % pref.)	2,500	1/4	1/4	\$625 \$1,000 \$1,000	none	None	...	nominal
Ledbury Rubber Estates, Limited	5,000	1/4	1/4	\$1,250 \$1,000 \$1,000	none	None	...	nominal
Do. Do. (contributory)	40,000	1/4	1/4	\$10,000 \$1,000 \$1,000	none	None	...	nominal
Sagga Rubber Company, Limited	20,000	1/4	1/4	\$5,000 \$1,000 \$1,000	none	None	...	nominal
Sandcroft Rubber Company	1,000	1/4	1/4	\$250 \$1,000 \$1,000	none	None	...	nominal
Sekong Rubber Company, Limited	50,000	1/4	1/4	\$12,500 \$1,000 \$1,000	none	None	...	nominal
Shelford Rubber Estate, Limited	25,000	1/4	1/4	\$6,250 \$1,000 \$1,000	none	None	...	nominal
Singapore & Johore Rubber Company, Limited	45,000	1/4	1/4	\$11,250 \$1,000 \$1,000	none	None	...	nominal
Sungei Chok Rubber Estate Company, Limited	10,000	1/4	1/4	\$2,500 \$1,000 \$1,000	none	None	...	nominal
Sungei Kagar Rubber Company	110,000	1/4	1/4	\$27,500 \$1,000 \$1,000	none	None	...	nominal

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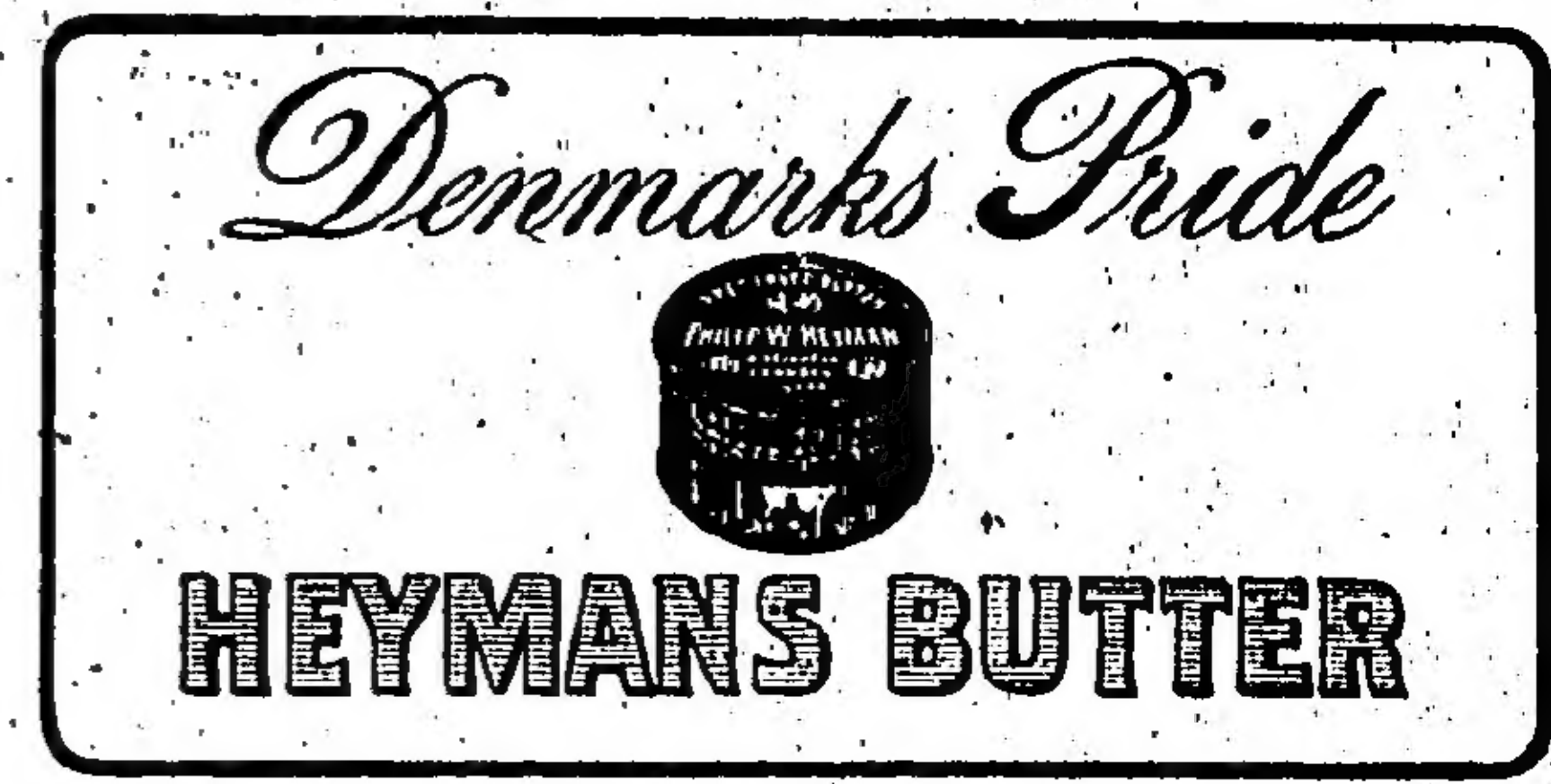
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MAIL SUPPLEMENT.

(ESTABLISHED 1881.)

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五拜禮

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BIRTHS.
On December 1, 1900, at Shanghai, to the Rev. and Mrs. J. T. McCutcheon, of Chinkiang, a son.
On December 3, 1900, at Shanghai, the wife of Mr. D. Warden, of 5 Macgregor Road, of a daughter.

MARRIAGES.
On November 27, 1900, at Stockholm, Axel A. Johansson to Margaret Adelaide Orwin, daughter of the late William Orwin, Shanghai.
Molloy—On December 1, 1900, at Shanghai, Humphrey R. U. Cotterill, R.M., to Mary Isabelle Molloy, eldest daughter of Mr. and Mrs. Molloy, Shanghai. No cards.
On December 1, 1900, at Shanghai, the Rev. Edward Rowlands, B.A., R.D., of the London Mission, Hankow, eldest son of the Rev. T. Rowlands, of the London Ambrosian, Madagascar, to Florence Mildred Sherwood, of Penarth, Wales.

Mitchell de Tuzelmann.—On the 7th December, by special license, at Hongkong, Christopher Berkeley Mitchell, Captain Superintendent of Police, Kulungu, Amoy, to Maud Agatha, widow of the late E. W. de Tuzelmann, Surgeon, R.N.

DEATHS.
On November 29, 1900, at Oratia Auckland, New Zealand, John Lee Thompson (late of Suma, Japan), the beloved father of Mrs. C. M. Manserv. (By cable.)

On December 3, 1900, at Shanghai, H. F. Brackley, Examiner, I. M. Customs, Nanjing.
On December 3, 1900, in London, Jean Jardine, Laedale, infant daughter of Mr. and Mrs. David Laedale, aged 11 months.

The Hongkong Telegraph

MAIL SUPPLEMENT.
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, FRIDAY, DECEMBER 10, 1900.

COMMONSENSE AND CHINESE.

(4th December.)

In a recent leading article the *Straits Echo* remarked that "in these days, when so much interest is taken everywhere in China and the Chinese, and much nonsense written and published about them, it is desirable that essays by men like Mr. Wei-Ching W. Yen, Second Secretary of the Imperial Chinese Legation in America, should receive full attention." He discusses the relations of the United States and China, in a pamphlet issued in an admirable series by the American Association for International Conciliation, but most of his general and incidental remarks have a wider and equally important application. The leader then proceeds: "There is a Chinese saying to the effect that between right and wrong the public is an equitable judge. Chinese both of high and low degree act on this axiom. Sir Robert Hart has said that the Chinese believe in right so firmly that they scorn to think it requires to be supported or enforced by might." It does seem a pity that intercourse with the rest of the world should be tending to discredit this amiable theory. Many of us (foreigners) also regard it as a philosophical truth, but in our practical, inconsistent way, we do not trust in it absolutely. A popular saying with these writers discards of concealing their ignorance of the Chinese, is that which describes the Chinaman as esoterically unknown and unknowable, incomprehensible, inscrutable, contradictory, and so on. This clever and witty Chinese writer says he is reminded thereby of the conventional characterisation of woman in a comic paper. Chinese are very much like other human beings, in all that is vital and important. The arguments which Bacon puts into the mouth of Shylock are all applicable, in his case, his peculiarities being as immaterial, and 'due to centuries of segregation.' These peculiarities show signs of disappearing as intercourse extends. In support of its argument our Penang contemporary quotes:

Always a nation that delighted in books and was possessed of literary talent, we have had a literature equal in extent and quality to that of Greece and Rome. Very few Westerners who have mastered our language have not echoed and re-echoed the sentiment that "untold treasures lie hidden in the rich loaves of Chinese literature." This mine of intellectual wealth has been enriched by the translation of the best works of the West. John Stuart Mill, Huxley, Spencer, Darwin and Henry George, just to mention a few of the leading scholars of the modern age, are as well known in China as in this country. The doctrine of the survival of the fittest is on the lips of every thinking Chinese, and its grim significance is not lost on a nation that seems to be the centre of the struggle in the Far East. Western knowledge is being absorbed by our young men at home or abroad at a rapid rate, and the mental power of a large part of four hundred millions of people, formerly concentrated on the Confucian classics, is being turned in a new direction—the study of the civilization of the West.

Socially, an agricultural people is being transformed in a sudden into a manufacturing and industrial nation. New desires have given birth to new wants; the railway and the steamship must take the place of the mule cart, the sedan chair and the houseboat; gas and electricity supplant the paper lantern and the oil lamp; the roar of the loom bewilders the factory girl who has been used to the hand-weaving machine; and the smoke of factories and arsenals threatens to soil the blue of our skies and make hideous the exterior form of nature as it has done in the West. The foreign trade of Shanghai is already greater than that of Boston, while the greatest sea-port in the world, measured by the tonnage of its vessels, is the island of Hongkong, a stone's throw from Canton.

There is a public opinion in China now that makes itself heard and obeyed. No longer is it possible to hold to the conception that China stands for a few men in power and that their will is the law of the land. As Mr. Elihu Root has recently expressed it, "The people now, not Governments, make friendship or dislike, sympathy or discord, peace or war between nations." The people of China are gradually coming to their own, and with the elaborate preparations now being made for a constitutional government, it is only a question of a few years when a Chinese parliament becomes an established fact, and another member of the human family added to the ranks of liberal government.

The article in our Southern contemporary which we reproduce concludes: "The gains and losses of civilization as we understand it are fairly balanced, and if the Chinese have seemed to us slow in accepting our offerings as unalloyed blessings, we cannot respect them any the less for that. We speak of them sometimes as ultra-Conservative. Conservatism is more natural, more in accordance with human nature, than is Radicalism, if we have correctly read between the lines of history, or there would have been greater political fickleness than we have known,—speedier changes of conditions that have bred open discontent, more disastrous administrative experiments. In some things, as the foregoing extract shows, China has not been unwisely deliberate. In other things, which we would fain see altered, China has no monopoly. The perfect Government, securing the greatest happiness of the greatest number, is as yet undescribed in all the Year Books we know of. It would be difficult for us to improve on the moral order of Chinese civilization, on the filial piety of the nation, on the people's family and clan affection and loyalty. As an un-Christian nation, the Chinese

people as a whole set an example to the so-called Christian nations of simplicity of living, of patience under affliction, and of industry, which makes the labours of the missionaries (from a utilitarian point of view) singularly impertinent. As lovers of peace and tranquillity, they make our professors of the gospel of peace look the sorriest humbugs. It is a pity that in our natural pride in teaching them a thing or two about science, some foreigners should make the rest of us ridiculous by talking of converting them from barbarism to civilization. The Chinese who called us barbarians were ridiculous enough; our own people might have taken warning from their egregious mistake." Into the arguments in favour of a rapprochement with America, we prefer not to enter. Being English, we should only be tempted to enlarge on the undignified proposition that "Codlin's your friend, not Short."

THE OFFICIAL CATS OF TOGO.

(6th December.)

Much abused Hongkong occasionally comes in for a dose of flattery in its imitation which is the sincerest form of manifesting its praise. According to a Reuter despatch from Berlin of 3rd November, the Government of the German colony of Togo has issued a decree ordering that in public buildings in the colony, where natives congregate, such as schools, hospitals or prisons, cats are to be kept officially. The explanation of this order is contained in the decree of the Governor of the colony dealing with the danger of the introduction of plague into Togo from the British Gold Coast. The Governor says that the renowned bacteriologist, Dr. Koch, had reported the successful experiments made with cats for the eradication of rats in plague-infested and plague-menaced harbours of China. In Hongkong orders had already been issued providing for the maintenance of one cat in every house, and three cats in larger houses. An investigation made by the German Government at Lome (Togo), showed that there were rat-eating cats there, and that rats were not generally to be found in the houses where cats were kept. It is therefore, officially advised that the number of cats in the coastal towns primarily exposed to the plague danger and in Ho-Kpandu and Palime should be increased. Besides appointing official cats to the public buildings in the colony, the Governor recommends all Europeans and natives to adopt this precaution against plague.

"A QUIET SABBATH."

(7th December.)

Manila has been wrestling with the vexed question which is associated with the liquor trade, the supply of drinks under adjacent licences, and Manila is determined to stamp out the practice which exists among some holders of these licences of selling intoxicants with an imitation sandwich and calling it a meal. Unlike Hongkong there is apparently no general public house licence allowing bars to be kept open on Sundays, and the thirsty souls of the capital of the Philippines have therefore to resort to subterfuge in order to get their accustomed potations. The usual way, we gather, has been to enter a restaurant and call for a sandwich—which may be made of rubber for all that they care—and then demand a drink on the ground that they always indulge in intoxicants with their meals. The trick is as old as the hills but it is difficult to catch the parties responsible for its success. In the first place the restaurant keeper sees that it is to his interest to retain a good if only occasional customer and the customer is not likely to blab about his doings in the direction of outwitting the law. And so the game proceeds and will continue. In Manila a raid was made the other day on certain saloons where it was known that the law was being defied and five or six licenceholders were hauled before the Court to answer for their misdeeds. According to the *Cablenews* the judge found the accused parties guilty and in sentencing them to pay a fine of \$300 he said "Manila is the most orderly city for its size under the American flag and this court is determined to keep it so and enforce the liquor act, as it stands, if I have to send every saloonkeeper to Billibid for six months." Judge Low added that six months in jail plus a fine of \$200, would be the sentence meted out to those brought before him on a second charge of this nature. There is a fine ring of patriotic pride in that statement that Manila is the most orderly city etc., and we will not quarrel with the view, which is quite possibly correct. The saloonkeepers who had been mulcted decided to appeal and probably the appeal is now pending. We have nothing to do with that; what we are interested in is the interpretation of the adjacent licence law as stated by the prosecuting attorney of Manila. It is declared to be entirely in the interests of what is described as "a quiet Sabbath" that the law has been promulgated, but it is its application to Hongkong. A bona-fide hotel or restaurant, we are told, is one which has as its principal and primary business the furnishing of either meals or meals and lodging to bona-fide guests for a price sufficient to ordinarily give a reasonable profit. A bona-fide guest of a hotel or restaurant, within the meaning of the statute, is one who resorts to such hotel or restaurant primarily for food, or food and lodging. The statute does not permit a restaurant keeper to furnish boarders with liquor except with bona-fide meals. And now we come to the point of what a "meal" should be. The prosecuting attorney describes it in the following terms: A meal to be bona-fide must be a substantial meal of food, in character and quantity, such as is ordinarily set before a guest in

restaurants and hotels where no liquors are furnished to guests. Such meal must be paid for, and ordinarily should be eaten by the guest. Men do not as a rule order bona-fide meals, and pay for them, to leave them untouched. On occasions, this may occur, but where men habitually enter restaurants or hotels and order meals with drinks and leave the meals untouched it is a fair indication that such men are not bona-fide guests entering such hotels or restaurants to appease a bona-fide hunger, but are there for the purpose of appearing their thirst for intoxicating liquor, and are simply willing to pay for a meal in order to get the liquor. Hotel and restaurant men who furnish liquor with meals will of course be the prey of such individuals occasionally and will be powerless to help it, but where they habitually allow parties to enter and buy meals which are not eaten, with which drinks are furnished, they should be cautioned and if they disregard the caution a watch should be kept until a clear and flagrant case can be made out—then they should be prosecuted and their licence revoked. The circular in question goes on to say that no subterfuge of paying for a meal and giving away liquor will be tolerated. While restaurant and hotel keepers may on occasions treat bona-fide guests, they do not habitually furnish them with liquor which is not paid for. The price paid should ordinarily be sufficient to include the cost of both the meal and the liquor, plus a reasonable profit. The practice of furnishing liquors in unlimited quantities to alleged guests, who buy food of little value merely to enable them to order round after round of drinks and drink deep over it, will not be permitted. Where it is apparent that such is the practice, proceedings will be instituted against offending parties. So much for the legal interpretation of the law in Manila. To our way of thinking there should either be a wide open door for all parties or none at all. It is too much to expect of human nature that it will forego a profitable transaction because of some technicality and it is for that reason we have argued against the continuance of these half and half licences. We believe that even the holders themselves would be benefited in the long run if they were placed on the same level as hotel and public house keepers. Certainly they would not be induced to infringe or dodge the law, and for that reason if for no other it will be interesting to watch how the Manila statue is operated, because the performance is sure to be of value and significance for Hongkong.

HONGKONG CATTLE TRADE.

An important and profitable trade which sprang into existence about ten years ago is that of the sale and delivery of cattle to purchasers in the Philippine Islands. The trade has been profitable in many ways, and various parties have benefited—the exporters, the intermediary dealers, the shipping companies and the purchasers. But lately cattle sent from Hongkong to the Islands have not been up to the high water mark demanded by the health officials in Manila and there is a danger that the trade which should continue to prove a flourishing and lucrative one to this Colony may be driven away to Indo-China. Hongkong cannot afford to sit still and watch such a result of sheer carelessness nor is it to the interest of those engaged in the trade to allow their good name to be smirched in the matter. For it is not only the cattle required for the abattoirs that are concerned but the Islands as a whole require to be restocked, and where should the supplies come from if not the China coast via Hongkong? In an editorial which appears in one of our contemporaries in the southern dependency of America we find this matter dealt with, not as regards Hongkong in particular but from the general standpoint of uplifting the agricultural wants of the archipelago. We find that those who were in the Philippines before the days of the revolt of the Filipinos against Spain assert that the islands once possessed large herds of cattle in many of the provinces. It is said that cattle that now sell for fifty or sixty pesos a head, before the war could have been purchased for from six to ten pesos. Through years of neglect, the wasteful slaughter of animals and the ravages of disease, those droves have been for the most part exterminated. If the country once produced flourishing herds, there seems to be no reason why it should not do so again. The abnormal conditions of war, the importation of cattle from Asia, and other causes may have introduced some diseases not known in the islands before, as some assert, but it is very probable that many of the present enemies to cattle existed in the former days and tried the patience of the stock-raiser. Yet in spite of that the country is said to have produced practically all the cattle slaughtered for the resident population. How shall this condition be brought about again? This is a question second to none in the agricultural quiz book unless it be how to make the islands produce enough rice for home consumption. As we have read before, the question of rice production is being looked after; but apparently such is not the case with regard to the rearing of cattle and our contemporary quotes from the annual report of the collector of customs to the following effect: "Figures covering the importation of live cattle for the past ten years indicate a continued annual increase from the total of 103 head received during 1890 to 431,57, valued at \$1,055,836, imported during 1900. This number embraces principally beef cattle, but includes occasional small consignments of breeding and draft animals. Chinese cattle continued to lead in this trade, although the 27,893 head received from that

source in 1900 is a reduction of 8,179 from the number of Chinese cattle imported during 1907, while animals from the French East Indies to the number of 14,574 represent an increase over those received during the previous year of 13,013. The change in this trade is the result of the recently increased proportion of diseased animals among those from the China coast, and the consequent restrictions placed upon importation from that source, which has led to larger purchases in the French East Indian market." The *Cablenews* concludes: "Over two million pesos a year spent for foreign-grown cattle accounts for no small share of the poverty in agricultural circles in the Philippines. The man who will find the way to restore the ranges of the islands to their former usefulness and dam up with home-grown beef this flow of money abroad will have performed a labour of Hercules for the country." From our viewpoint it is important that Hongkong should assist in the regeneration of the Philippines even if the work be done purely as a matter of business. A sum of \$2,000,000 spent in the cattle trade is worth the attention of the shipping agent, for we take it that in the years to come that trade will continue to expand, until the day comes when the islands can meet their own requirements. But that is likely to be a distant day and in the meantime it is the duty of cattle dealers in South China to see that the trade is not diverted to Indo-China and Siam. Incidentally, of course, Hongkong stands to benefit which is our main object in raising this subject.

THE CIVIL SERVANT'S RESTING PLACE.

(8th December.)

We should think that the interminable discussions, which are repeated every fortnight at the Sanitary Board meetings, on the question of graves are nearly exhausting the patience of those members who recognise that there are other subjects of equal importance to be disposed of by the cleansing authority of the Colony. It may be, of course, that certain of those whose voices are raised in favour of certain improvements in connection with the cemeteries really believe that they are adding to the gaiety of the citizens by dwelling time and again on the features of such a lugubrious question. But we fail to arrive at that point of view. And it is more in sorrow than anything else that we refer to the ratiocinations of those members who have in a way made this subject their own. What is it that they want done? That opens up a wide vista, for we defy the ordinary reader of the reports which appear in the morning papers to discover the particular requirements of the principal speakers. At one meeting they are declaiming against Chinese being laid in lairs next to those of Europeans. Then that point being settled, it is found that Japanese have had the audacity to bury their dead alongside those of another race and when that is rectified the question arises, where should Europeans who have lived for so many years in the Colony be entitled to lay their mortal shell? Now it seems that a question concerning the position of civil servants as contrasted with ordinary residents has cropped up. We have always felt that the modern civil servant who was sent to Hongkong for the benefit of his health was a "cut above" the plain citizen, we admit that we were not aware that such a feeling extended beyond the pale. We entirely agree with the sensible remarks of Mr. Shelton Hooper when he is treated as residents, as they were residents to all intents and purposes. When they came out here they expected to remain as ordinary residents, but the naval and military were different, and he thought it was a good thing that they should have their respective plots down there. So far as the navy was concerned, he knew they periodically had their monuments inspected and repaired out of grants, and he thought the military did the same. At this stage Colonel Bedford interjected "yes," and Mr. Hooper proceeded to say he thought it was a good thing to keep the naval and military together, and if they were bound to have a section for the civil service then they could have one. But he saw no reason why civil servants should be different to other residents, because they expected to be here as long as the ordinary resident. The Registrar-General, with grim humour, ejaculated the single word "Longer," and nobody appears even to have smiled. All we can say is that if the civil servants are anxious to have a special section of their own in the cemetery then by all means let them have it. In fact we might even go farther and suggest that everybody who wants a site away from everybody else might be accommodated as far as possible by the Sanitary Board and so end the matter. Mr. Hewitt proposed that the whole question should be reconsidered, but we fancy that was only his sarcasm. As the President of the Board explained all that is intended, to do at present is to appoint "a committee consisting of Colonel Bedford, Mr. Hooper and himself and he asked that power be given them to grant excess area after due consideration in cases where monuments made at home might possibly exceed the size allowed by a few inches. He thought that the committee could go into the question of sites for the various sections and any other matters which the Board as a whole could not deal with." That was agreed to, but we should like to know whether it was in any spirit of facetiousness that the President in an earlier part of the proceedings said that the Board as a whole should visit the cemetery and so decide where the separate sections should be located? We do not seek to deny that there are many people in the community who are really sensitive over this

question, but what we would suggest is that as treated at the Sanitary Board it is becoming somewhat of a nuisance and is already within measurable distance of the "eyesore" complained of by Mr. Murray Stewart. But we take it that with the adoption of the motion proposed by the President yesterday and the appointment of a committee to deal with the subject, we shall hear no more about graves and monuments and cemeteries for some time to come "and see the Lord be thanked."

IN THE SEAMAN'S INTEREST.

To those who look with a sympathetic eye on the ordinary seaman, the hardships which he has occasionally to undergo cannot but arouse concern and compassion. He is as a rule such a helpless individual where his own comfort is concerned and is so much at the mercy of a harsh master that his life in many cases must be little better than one long martyrdom. It is a common cry that British ships are no longer manned by British seamen in the proportion that should exist, but when we remember some of the stories we have heard from the lips of the common A. B. about the life on board ship our only wonder is that they should continue to serve as seamen. Apparently, however, it is the case amongst the majority that once a seaman always a seaman, and so they jog along till the end of the chapter, being Shanghai'd at one port, punished for desertion at another, returned D. B. S. at a third and generally knocked about from pillar to post. In Hongkong, comparatively little is seen of the ordinary seaman as we understand him in London, Liverpool or Glasgow. Here, for the most part, he arrives in big steamers where he is treated in a decent and respectable fashion, more like a human being than a drifting derelict. He has little or no cause to complain—though it must be said that your true salt is worse than the average farmer for grumbling. His food is usually better than that authorised by the Board of Trade, his quarters are ample and clean, and his work is light in comparison with that on a wind-jammer. He may not possess the droll humour of the "ancients" who have been exploited by Mr. W. W. Jacobs, but that is because he is more a man of the world than the Thames barge. Still he has his grievances, and we discover that steps are being taken to secure a further amelioration of his general condition. In America there is a society known as the International Seamen's Union which is organised to look after the interests of Jack ashore and afloat and it is proposed that next year a grand congress of the representatives of two million seamen throughout the world be held in the month of August next year. "To plan legislation for the improvement of conditions for seamen in all civilised countries." The president of the Union in issuing the call notes that "in reading over the different maritime codes it must become plain that there is no practical difference between them in reference to the status of the seaman. In all codes he is made the property of the vessel on which he sails. Once having signed, he must serve, with or against his will, at sea, in open roadstead or in a safe harbour. To leave the vessel singly or in combination brings prison penalty. To refuse to work, even while lying in a safe harbour, where there is no danger to life or property, brings prison penalty, along with loss of wages earned. Wages to be earned may be and are taken to pay for services of shipowners, agents who serve as middlemen in hunting up men for the vessel. In practically all codes there is permission to hire and take to sea any men regardless of skill or lack of skill. This means that the most inefficient men set the wages for the efficient, and that the efficient men do the work of the inefficient. Since all seamen suffer from the same laws, and want of proper laws, we believe that there should be a meeting of the representatives of the seamen of all nations, with the object of coming to an agreement upon a legislative programme to be submitted to all governments and to all national legislative bodies. We believe that by such unanimous demand we shall be able to repeal the antiquated, unjust and injurious laws and obtain for ourselves the right of combination and self help where such combination can be exercised without endangering either life or property, and that in the interest of safety of life at sea we shall be able to obtain laws providing for a specific number of skilled men to be on board of the vessel before she is permitted to proceed to sea." It is proposed to hold the congress in Copenhagen—which seems a somewhat out-of-the-way place for such a gathering, most of the members of which are sure to be poor men, but of course the Union should know best. The movement is significant of the social revolution which is taking place among all classes of people and should certainly attain its object of securing improvements in the lot of the abled-bodied seaman. Already something has been done in England by the Board of Trade, who refuse to sign on Chinese who cannot prove that they belong to British stock or cannot understand the English language. But much more remains to be done for the sea, and the International Union have plenty of work before them if they are to achieve even a moiety of the results desired.

OUR SHIPPING.

(9th December.)
In a part of the 1st and 2nd issues of Hongkong anything that concerns the shipping world is, we take it, of interest to the community at large. It is therefore with no feeling of remorse that we propose to inflict on suffering readers some facts relating to the

FORTHCOMING REGATTA.

A FEW PROPHECIES.

The Victoria Recreation Club's annual regatta takes place to-morrow, the 11th inst., the first race commencing at 1 p.m. For the last three weeks the various crews have been training hard and some exciting finishes are expected.

Two events are open to other Clubs—the International and Inter-Club.

CHAIRMAN'S CUP.

Heats to be rowed off on Thursday next commencing at 4 p.m. There are three heats, the first heat being Musso v. Rodriguez. I think the former will win this comfortably although Rodriguez will give him a good race for part of the course. L. E. Lammet and A. E. S. Alves are drawn for the second heat and this will turn out the best race of the heats; both crews are very evenly matched, Lammet rowing a short and Alves a long stroke. On the whole I am inclined to think that the former will just manage to get in front.

For the last heat J. A. Alves row against H. Rapp's crew. On form the former is far the better crew, but J. Rapp will make a good race of it and I would not be surprised to see him leading at the finish.

INTERNATIONAL.

There are only two crews entered for this race, the Scotch and the English; it should prove a walk over for the former.

INTER-CLUB.

Two crews have also entered for this event. The Royal H. K. Yacht Club and the V. R. C., the former have put in a very powerful crew rowed by Pollock. The V. R. C. crew consists of Musso, Stokes, Forbes, Bell and J. A. Alves bow. Of No. 2 nothing is known as he has never rowed in a sliding seat prior to this. I hear that the selection committee has picked out a different crew, L. E. Lammet rowing in the place of Bell. This apparently did not suit the committee as Bell was put in Musso's stroke does not suit the crew who are rowing behind him and it is a foregone conclusion among the other members that they will be beaten. Surely there are other rowers just as good, if not better, to pick from, such as C. J. Cooke, L. E. Lammet, Rapp, McCrae, A. S. Alves and Carroll.

I also hear that Fritz Lammet was invited by the committee to coach and cox the V.R.C. Inter-club crew, but was entirely ignored and never had notice when the crew went out practicing. I think it is a little bit of advice from such an old rower (in fact the most successful rower Hongkong has ever produced) would not come amiss and should tend to improve the crew.

LADIES' PRIZE.

For the Ladies Prize Musso, who is rowing the same crew as in the inter-club, will win easily; there appears to be an element of pot-hunting in this event, Forbes being taken in after the entries had closed. This seems to be very curious as the same rowers were down on the board to row for Capt. Barker's crew.

CHINESE CUP.

For the Chinese Cup I fancy J. A. Alves will win and in the Lusitano, Forbes ought to take premier place.

RAZZLE DAZZLE.

COLLISION IN SINGAPORE.

THE "SATSUMA" RAMS THE "GUTHRIE."

About 9 a.m. yesterday, says the *Singapore Free Press* of 27th ult., as the Barber Line steamer *Satsuma* from New York to Manila, was coming to her berth at Tanjong Pagar, she crashed into the bow of the Australian steamer *Guthrie*, knocking the latter's big boom into a "cocked hat" and making a hole in her own bows about 3 feet in length by 2 feet in breadth. The *Satsuma* is a large freight steamer of some 4,000 tons, and apparently had too much way on her as she was coming to the wharf. The current running in the channel, at the present time, is of exceptional strength, and the probability is that something went wrong with the engines on approaching the *Guthrie*. When the order to go astern was received by the engineer of the *Satsuma*, what was the current and the space intervening, it was too late to prevent a collision. The *Guthrie* is one of the old-fashioned type having a clipper bow and a jib-boom and, all things considered, she may consider herself very lucky that she is not constructed as other steamers are. The force of the impact of such a large steamer as the *Satsuma* against such a comparatively small steamer as the *Guthrie*, might have had disastrous results had the been of the straight-stem order of ships. The damage inflicted upon the *Guthrie* looks very much like a prize-fighter's nose that has been knocked askew. It is not considered that, losing her graceful contour and twisting her bow into a position that is hardly a gun in a good fighting round, the *Guthrie* will be detained in port, and she no doubt, will leave to-day on her return voyage to Australia. The force of the blow caused by the *Satsuma* had the effect of snapping the cables by which the *Guthrie* was attached, and the latter went astern, leaving several of her plates adhering to the *Satsuma*'s bow. There were a number of the *Guthrie*'s entire crew on the bows at the time, but seeing the impending collision they fled as one man, much to the amusement of those on the wharf. The injury to the *Satsuma* is not serious and after coaling she will continue her voyage to Manila. The *Satsuma* reports a favourable voyage from New York and carries a large general cargo for the Philippines and China.

COLONIAL CEMETERY.

QUESTION OF SUB-DIVISION.

The following minutes relative to the sub-division in the Colonial Cemetery, were considered at the Sanitary Board meeting last Tuesday afternoon:

Secretary.—The Board must now decide what areas should be set apart under section 22 of the bye-laws for old residents, Naval and Military, Civil, servants, children, etc. The attached map shows the areas proposed. Do members agree to them?

E. D. C. W.,

H. S. D.

24. 11. 00.

Mr. A. Shelton Hooper inquired:—I think Civil dead servants should be treated as ordinary residents and no distinction made.

The Hon. Mr. E. A. Hewitt:—I think the Naval and Military Authorities should have their own sections for new arrivals often like to visit, and call for the graves of their late comrades. I do not know whether there is any special demand for a children's section, for if not there should be no distinction except so far as people, even in death, are divided by their religious convictions. This I must be providing each denomination with its own cemetery.

The Hon. Director of Public Works:—Section 22 states that the sub-divisions are to be. The only question before the Board is whether the areas suggested for each sub-division should be approved.

PRESENTATION TO LIUT. BECKWITH.

BY THE HARBOUR OFFICE STAFFS.

The Harbour Office was the scene of a presentation to Lieut. C. W. Beckwith, R. N., Assistant Harbour Master, on Saturday last, on the occasion of his marriage to-morrow. The presentation on behalf of the European staff was made by Mr. A. E. Davey, Boarding Officer of the Harbour Department, and consisted of a blackwood tray with silver border and handle. Mr. Davey in a few well-chosen words congratulated Lieut. Beckwith on his engagement. The latter replied in suitable terms and thanked his staff for their handsome gift. Immediately afterwards, Lieut. Beckwith was the recipient of a second gift in the shape of a tea-table by the Chinese staff of the Harbour Department, together with a congratulatory address, when the genial official again expressed his sense of appreciation of the staff's kind and thoughtful act.

PRINCE ITO'S ASSASSIN.

DETAILS FROM A RUSSIAN SOURCE.

The *Pravda* publishes some details of the assassin of Prince Ito which do not seem to have appeared in Japanese papers. The assassin, says the journal, is a young Korean who graduated from the University of Paris. He was a member of the committee of the party of "Emancipation of Korea from the yoke of Japan." Terrorism formed part of the programme of the party, and Prince Ito was one of the victims condemned to death by the organisation. The assassin edited a Korean journal in Seoul and was a contributor to the *Yokohama Komo-bu*, published at Vladivostok. He had repeatedly been proceeded against by the Japanese authorities on account of political speeches and articles in which he scathingly criticised the actions of the Japanese Government, described by him at a meeting in New York as the "Yellow Expatriator." The assassin and the other members of the committee were open supporters of China, whose co-operation they counted upon to restore the independence of Korea. The assassin was one of the founders of the party.—*Japan Chronicle*.

FATHER ALGUE LECTURES.

INTERESTING DATA ON STORM FORCES.

One of the best lectures yet presented by the University Extension Institute was that delivered in the marble hall of the Ayuntamiento last night by the Rev. José Algue, Director of the Weather Bureau for the Philippines, says the *Manila Times* of 30th ult. The speaker of the evening was introduced by Judge Lobingier, who referred to the splendid work of the Manila Observatory and the high standing of its chief in the world of science.

In commencing his lecture Father Algue gave a brief outline of the beginnings of systematic study of the weather in various parts of the world. The first steps toward the establishment of a meteorological service in the Philippines was taken by the professor of science of the Ateneo de Manila in 1865, when the Manila Observatory was founded. It was in this same year that the Hon. Isaac Newton, U. S. Commissioner of Agriculture recommended the establishment of a weather service in the United States for the benefit of agriculture, more extensive than the work that had previously been done by the Smithsonian Institution in connection with the United States Commission of Patents. Ten years later a weather service was inaugurated in Japan. Three years previous to that the observatory at Zikawei, near Shanghai, had been founded by the Jesuit missionaries. The observatory at Hongkong was established in 1883, upon the recommendation of Padre Faura, of the Manila Observatory, to the British authorities. This was just three years after the successful typhoon predictions issued by the Manila Observatory. The Manila Observatory has throughout its career been especially noted for its successful typhoon predictions and its excellent records of seismic disturbances, its record of the famous Valparaiso earthquake and the one in Alaska, which occurred simultaneously being pronounced by the International Seismographic Committee as the best in existence. It also holds the world's record in the measurement of clouds at high altitudes, having in June of 1897 measured cirrus clouds at an altitude of 69,000 feet, or over twice the height of the highest mountains in the world.

The lecturer dealt briefly with the question of air and its density, pressure, temperature and fluctuations at different altitudes as determined by observations made on the earth and from balloons; passing from this to the question of the changes which cause and influence storms in various parts of the world and particularly in the neighbourhood of the Philippines. The great velocity of storms in the upper air was demonstrated by the statement that on October 16, 1896, cirrus clouds passed over Manila at a height of 11,348 meters, which were ascertained to be travelling at the rate of 170 miles per hour.

After a very careful study of typhoons, their causes, general course, time of most frequent occurrence and general character, the lecturer stated that the Manila Observatory has a record of 594 typhoons since 1880 up to the present month, the average of typhoons per year being a little over twenty. Of these 594 typhoons only about thirty were properly classed as destructive. From the records it would seem that the months in which destructive typhoons are likely to occur in Manila are May, September, October and November; other parts of the islands, however, averaging a much greater number of destructive storms. In connection with the study of storms on land the lecturer showed how the air currents affect the ocean currents and cause the destructive tidal waves which have on several occasions destroyed great cities.

Altogether the lecture of Father Algue was such as to give to the lay mind a very comprehensive idea of many of the factors which affect the weather in the Philippines and vicinity and was as interesting as such a technical subject could be made.

BELGIAN TRADE IN CHINA.

The Belgian Consul in Tientsin does not write hopefully of the chance Belgium may have to increase her direct dealings with China, for she is not strong enough to struggle with the complicated situation out there. He recommends that young Belgians should be educated for commerce with the Far East; but Belgian houses must not expect to do business immediately as a result of such a policy. He counsels his countrymen rather to have recourse to the commission houses of London, Hamburg, Liverpool, and Paris, that deal already with China, and to correspond with English and German houses already established in China. Little as he is disposed to advise his compatriots to enter directly into the great struggle for the Chinese market, he gives a list of goods which they should be ready to supply to merchants willing to ship them, such as steel bars, plates, tubes, asbestos, copper, zinc, white, white lead, bristles, rubber, ironmongery, and a great variety of analogous goods.

VICTORIA REGATTA.

The heats for the Tub Sculling, which were arranged to be rowed off on Thursday afternoon, have been cancelled.

STATION 1.—H. S. Jephson.

STATION 2.—E. K. Kila.

STATION 3.—E. Calvert.

STATION 4.—A. H. Carroll.

STATION 5.—J. M. Rosa Pereira.

STATION 6.—H. W. Sayer.

THE TAIPING THEATRE.

CONCLUDING PERFORMANCE.

The concluding performance of the series of dramas, which have occupied the boards during the whole of the week, at the Taiping Theatre, took place last Friday night before a large audience. The last presentation of the drama was under the patronage of the Colonial Secretary, the Hon. Sir Henry May K.C.M.G. The company who occupied the box with Sir Henry included Lady and the Misses May, His Honour Mr. W. R. R. Davis, K.C., Mr. H. J. Gedge and a military officer and his wife. The plot of the play was explained to the visitors by members of the Chinese sub-committee of the Hongkong University.

What the net result of the takings has been, it has not been possible at this early stage to ascertain precisely. But in conversation with a member of the sub-committee, the Chinese gentleman stated to our representative that he and his colleagues had every reason to be satisfied with the initial result of their plan for raising the \$50,000 still required for the additional building for the Hongkong University. There is every reason to believe that the original idea for securing a re-engagement of the theatrical troupe after the Chinese New Year will be carried out.

OPIUM-SMUGGLING IN KOBE AND YOKOHAMA.

CHARGE AGAINST CHINESE.

In the Yokohama District Court, before Judge Hasegawa, on Friday, the 6th ultimo, the trial took place of a Chinese named Ho Ah Ching, of Kobe, on a charge of smuggling opium from Kobe to Yokohama. Public Prosecutor Sugimoto conducted the prosecution.

The accused, a general merchant at Kobe, says the *Japan Herald*, had been extensively engaged in the smuggling of opium at Kobe in collusion with a Chinese, Kwo Tu Ching, a tailor at Kobe. On August 15th last the accused brought 42 cans of opium to Yokohama with Kwo Tu Ching and put up at a house owned by a Chinese, Ti Yu by name, at No. 139, Yamashita-cho. While attempting to sell the goods they were arrested by the Kagasaki police.

In reply to the Judge the accused stated he arrived at Yokohama from Kobe on the 15th August to demand from a Chinese—Chang Yu—money lent to him, but not in order to smuggle opium. He met Kwo Tu Ching at Osaka Station, who was also going to Yokohama, so that they came up to Yokohama together. Guided by Kwo the accused visited the house of Ti Yu and put up at the house. The accused did not ever see Ti Yu.

The Judge showed him a hand-bag containing some cans of opium which had been confiscated as evidence. The accused replied that the bag did not belong to him. He was requested by an unknown Chinese at Kobe Station to convey the bag to Yokohama instead of him, stating to him that the unknown person would proceed to Yokohama from behind and receive it at Hiranuma Station.

On arrival at Hiranuma the accused waited for him a long time in vain. The accused then proceeded to the house of Ti Yu with Kwo. He opened the bag at the house of Ti Yu and at first found some cans of opium in the bag. He then thought to report the discovery of opium to the Kagasaki Police after having consulted with Kwo, who was in Tokyo at the time. Meantime he was arrested by the police.

Public Prosecutor Sugimoto asked the Judge that the accused be sentenced to six months' major imprisonment in accordance with Article 136 of the Criminal Code, on the ground that the accused's statement was untrue and that it could not be thought that a stranger had asked the accused to convey his own bag to Yokohama.

SUBSCRIPTION GRIFINS.

As reported in our last Saturday's issue the second batch of subscription griffins (17 in all) arrived that morning by the S. S. *Hangchow*. They were drawn at 5.30 p.m. in the afternoon at Kennedy Stables.

THE DETAIL DRAWING IS AS FOLLOWS:—

No. 22 Grey, Lieut. Brice.
No. 23 White, Capt. C. Baker.
No. 24 Piebald, Mr. A. David.
No. 25 Grey, Mr. H. Pinckney.
No. 26 Dark, Messrs. A. David and Heit.
No. 27 Bay, Weymouth Hotel.
No. 28 Dark, Mr. G. O. Moron.
No. 29 Roan, Mr. W. Dixon.
No. 30 Grey, Mr. J. R. M. Smith.
No. 31 Grey, Mr. H. P. White.
No. 32 Grey, Lieut. J. I. Still.
No. 33 Grey, Mr. F. B. Deacon.
No. 34 Grey, Lieut. Mullineux.
No. 35 Bay, Col. Chapman.
No. 36 Grey, Mr. H. W. Looker.
No. 37 Grey, Hon. Mr. W. J. Gresson.
No. 38 Grey, Mr. J. Johnston.

CHINESE AND SPORT.

In his report on the trade of Hankow in 1900, Mr. Sugden, Acting Commissioner of the Customs, writes:—In the spring the wealthy Chinese, on the initiative of compradors of foreign firms, started the first Chinese race club. Ten thousand taels were subscribed, and within two weeks, a temporary course was laid out, ponies collected, and a meeting held with great enthusiasm. During the summer the club capital of 10,000 dollars—laid out a property, given by one of its members, on the plain close to the city and racecourse. It abandoned its autumn meeting after the first day's racing on account of the death of the Emperor. The club is run on the lines of the foreign club, gentleman jockeys only being allowed. A most striking evidence of the change that is coming over China is afforded by these young men of the rich gentleman class, riding out to train in the early morning and competing on race days—working hard, sacrificing personal comfort and old ideas, for the sake of sport and the honour of a prize—while the older generation, brought up to consider bodily exercise derogatory to the dignity and enjoys itself thoroughly in an untrained manner, utterly opposed to the ideas of a decade ago.

A similar club has been started at Shanghai.

H.E. KAO ERH CHIEN.

DEPARTURE FOR PEKING.

H.E. Kao Erh Chien, the Chinese Imperial Delegation Commissioner, returned from Canton last evening by the Chinese gunboat *Po Shih*. The Commissioner, after the suspension of the negotiations, broken off three weeks ago to-day, by the Portuguese Commissioner, H.E. General Sir Joachim Machado, proceeded to Canton to say good-bye to the Victory and the Provincial officials before his departure for Peking. H.E. Kao's family left for the North a week ago by the C.M.S. Co's *Kiangshing*, he himself having been detained rather longer than expected in Canton owing to the exigencies of official business.

Upon arrival at Hongkong yesterday, Commissioner Kao did not land, but transhipped to the *Empress of India* by which steamer Mr. Excellency and suite are proceeding to Shanghai en route for Peking. His Excellency takes up the first secretaryship in the Ministry of Foreign Affairs on arrival at the capital.

THE NIPPON YUSEN KAISHA.

QUESTION OF SUBSIDY.

The Nippon Yusen Kaisha, says the *Nichi Nichi* (according to a translation by the *Yokohama Advertiser*), has decided to apply for subsidies for its European and American lines under the law relating to subsidies for Oceanic Steamship lines for a period of five years beginning in January. According to the law, the rate is reduced and in the 15th year no subsidy will be granted. It will thus be seen that the two laws have both advantages and disadvantages.

It is considered unwise to be subsidized under the Navigation Encouragement Law, for, although profitable for some time, the company will have to abandon its two most important lines after September, 1909. The anticipation will have an unfavourable influence upon its general business.

The N.Y.K. authorities have therefore to apply for subsidies under the new law, according to which the six new ships (8,500 tons each) will be subsidized without reduction for some time. The company will be able to declare a dividend of 10 per cent. for this term, though it will be reduced a little from the next term on.

THE CHINESE NAVAL COMMISSION.

STATEMENT BY SIR ROBERT HART.

In conversation recently with a newspaper reporter on the China Naval Commission which is now in Europe, Sir Robert Hart is reported to have said:

"Before then the Chinese have the object lesson of the growth of Japan under Western influence. In every department the Chinese are taking matters into their own hands, competing more directly with the Europeans in matters of trade. You may know the Japanese and Chinese, but the time will come when the intellect of the natives will awaken—and then the work of international evolution will go on. The result we shall not see to-morrow, or the day after. The Chinese are a slow and deliberate people. They will go about things in their own way. You see, they have such an enormous population to pull into line, and they have to combat institutions which have existed for thousands of years. Gradually China will adapt herself, and if you ask for the time when China will be as Westernized as her neighbour I would put it at 50 years."

OPIUM MANUFACTURERS SENT TO GAOL.

CHINAMAN SAYS THAT COMPATRIOT HAD A "BAD HEART."

The story of how two men conducted a secret opium manufactory and their subsequent downfall was told before Mr. J. R. Wood (Second Police Magistrate) this morning. It would appear that, for some time, the men had successfully evaded the tax-eyes excise officers.

Each of the defendants was fined \$75, in default of payment, three months' hard labour. As the men were leaving the dock, one of them addressed his Worship as follows: "Your Worship, the opium belongs to the witness." Needless to remark, the Magistrate disbelieved the story and ordered the men to be taken out of the Court-room. While in the "waiting room" prior to being installed in Victoria Gaol, the men vigorously sustained a lively discussion which immensely amused their fellow-prisoners. In the course of which one of them accused the witness of a "bad heart" in not incriminating the witness. The other worthy was in a piteous lachrymose condition, as the healthy diversions of opium-picking and shot-dredging did not appeal to his peaceful nature.

MISS HART'S WEDDING.

Mr. H. C. Brodie, M. P. for Rolgate Division, and Miss Hart, daughter of Sir Robert Hart, who were married at St. Margaret's Westminster, on Nov. 20, were on the evening of Nov. 10, at Redhill, recipients of handsome gifts from supporters and friends of Mr. Brodie in the constituency. Lord Farrer and Sir Jeremiah and Lady Coleman were among those present. The presentation made by Mr. Robert Farwell (hon. treasurer of the Rolgate Division of the Liberal Association) was subscribed for by 1,000 persons, and took the form of a handsome solid silver tank and coffee service engraved with the Rolgate arms, and a silver silver bearing an inscription. A gold and pearl pin was handed to Mr. Brodie and a gold bracelet set with amethysts and diamonds to Miss Hart. Amongst the gifts may be noted Lord Farrer has given a complete edition of Puck, Lord Rother two old black Wedgwood jugs, and a good deal of jewellery. Brodie's gift to his bride was a diamond pendant and a diamond ring. Sir Robert Hart gave his daughter away, and his gift to her included many curious and lovely pieces of Oriental furniture.

CRUELTY TO A MULE.

ANIMAL'S TONGUE WAS PULLED OFF ITS HEAD.

The story of cruelty to a mule was related before Mr. E. R. Hallifax (First Magistrate) in the Police Court last Monday. The defendant was an Indian *drabi* attached to the Army Service Corps, at whose instance the serious charge of unlawfully mutilating a mule was preferred against the defendant. The Crown Solicitor conducted the prosecution, the prisoner being unrepresented. The Crown Solicitor gave a graphic description of the cruelty, from which it appeared that on the 27th November last, certain mules belonging to the Army Service Corps were being sent over to the Camp at Customs' Pass, among which were three mules in charge of a man named Sunda Singh and the defendant. When the animals arrived at the Camp at Customs' Pass, one of them was found injured. Sunda Singh was questioned about the matter and said that the animal was left in charge of the defendant, who said that it had a fall but did not give any proper explanation of what had happened. He was later questioned by a coroner to whom the defendant said: "I caught the mule's tongue to keep him from running away. I held on to the mule, who got injured." When the mule was examined, it was found that it had sustained a frightful tear in the tongue just near the root. The injury was found to be so bad that it was impossible to save the animal's life and it had to be shot. The Crown Solicitor at this point explained that as the defendant was not on the strength of the Corps, he could not be court-martialed, and was therefore sent before his Worship. He submitted that the defendant had no right to stop the mule by holding on to its tongue. The proper way was to hold it by his snaffle or bridle but he had no right to hold him in any way by his tongue. There were no eye-witnesses to testify to what had taken place. All they knew was that the mule was left in defendant's charge and was afterwards found in the condition already stated. The prosecution did not wish to unduly press the charge against the defendant but at the same time it did not want the case to go to the Supreme Court but that it should be dealt with summarily by his Worship. The Crown Solicitor asked his Worship to take such a view of the case as to prevent other drivers from committing a similar offence in future. The mule had cost £20, so that its death was a substantial loss to the Army. Evidence was called and defendant was awarded four months' hard labour.

FOOTBALL LEAGUE.

FIRST DIVISION.

Only two matches were played in this division last Saturday afternoon. The one of the Buffs vs. Royal Engineers did not come off, owing to the Buffs not being able to raise their full team.

NAVAL YARD VS. KOWLOON.

FOOTBALL CLUB.

This match was played on the Kowloon side on Saturday afternoon. It will be remembered that the Kowloonites defeated the Yardmen in the second round by 5 goals to nil. But in the return match it was the reverse, the Yardmen defeated them by 3 goals to nil.

The teams were as follows:—K. F. C.—J. Clark (Goal), Van Ginkel and Allen (Backs), Morris, Blackburn and G. Wilkie (Halfbacks), Hedley, Wessner, Brown, T. Wilkie and Mead (Forwards).

Naval Yard—Bacon (Goal), Berry and Pasco (Backs), Whorewell, Meares and Henning (Halfbacks), Rochford, Brown, Sullivan, Wilkie and Daniel (Forwards).

The Yardmen turned out with many changes in their team, and gave the Kowloon players a good game. In the first half the play was slack and no scores were registered. But although the Yardmen had many opportunities, they took them too slow. In the second portion of the game, the play was much more interesting. Sullivan played an excellent game and scored two goals for the Yardmen. The Kowloonites tried many times to equalize but did no damage. Thus the Navalmen won by 3 goals to nil.

HONGKONG FOOTBALL CLUB VS. R.G.A.

This match was decided on the Club ground, and the teams were:—H.K.F.C.—J. Clark (Goal), A. Hamilton and J. McCubbin (Backs), B. Chapman, R. C. Barlow and W. Ironside (Fullbacks), A. Atchison, E. Van Delden, A. Whitmarsh, J. Danby and H. W. Sayer (Forwards).

R.G.A.—Bazley (Goal), Oxley and West (Backs), Walker, L. Bagnall and Hewitt (Halfbacks), Crump, Ansell, Watts, Nash and Bellis (Forwards).

The Clubmen kicked off, but it did not take them long to lose the leather. The Army men then made a rush to the Club's territory, which Hamilton in back cleared well. After this some dangerous shots were seen, but Clark (the goalkeeper) was the right man in the right place who cleared the leather away every time. The Hongkongites then made their way to their opponents' territory, and it did not take them long to return a visit. During all this time some good play was seen on both sides. The Gunners then had the opportunity which they took, and the credit went to Watts who sent in a sniping shot. The Club now tried to equalize but Bazley cleared it well, and before the whistle sounded for half time Watts again scored the second and last goal of the game.

Both teams played a sterling game in the second half and no scores were put up although many attempts were made. The Club team have to thank Clark, their goalkeeper, that they did not lose by more goals.

LEAGUE TABLE.

Played. Won. Lost. Drawn. Total.

R. G. A. 7 7 0 0 14

Buffs 8 7 1 0 14

R. E. 8 2 4 2 6

K. F. C. 7 3 4 1 5

N. Y. 8 2 6 0 4

H. K. F. C. 8 1 6 1 3

SECOND DIVISION.

3RD CO. R.G.A. VS. "N" CO. BUFFS.

This match was played on the Lyman side, and a good fight was put up by both sides. The game ended in a draw; two all.

L.R.C. VS. M.R.C.

This game was decided at Causeway Bay ground. Both teams played excellently and were in grand form; the game ended in a draw.

LEAGUE TABLE.

Played. Won. Lost. Drawn. Points.

3rd Co. R.G.A. 7 6 1 0 12

3rd Co. R.G.A. 7 5 1 1 11

"N" Co. Buffs 5 3 1 1 7

3rd Co. R.G.A. 6 3 3 0 6

"N" Co. Buffs 6 3 3 0 6

L. R. C. 5 2 3 0 5

M. R. C. 5 0 5 0 0

M. R. C. 5 0 5 0 0

FOUR MEN ADRIFT.

RESCUED BY H.M.S. "SITHONIA."

Four men, castaways from Corregidor in the gasoline launch *Laura*, were picked up and taken to Salgon by the *Sithonia* while their frail craft was rescued yesterday. The *Sithonia*, which arrived in port this morning, the launch, which belonged to the 55th Company of Coast Artillery, became disabled last Thursday night and drifted helplessly about until the four passengers were rescued from it. The men were probably without food and must have suffered considerably. The men in the launch were:

Corporal Finch, Private Mallory, Private Harber, H. K. Hunsicker, civilian employee. The drifting launch was about 155 miles off Corregidor when the *Sithonia* sighted it. The *Sithonia* is a Hamburg-America line freighter and was bound to Manila from Singapore. The launch was sighted yesterday morning and the *Sithonia* sent a boat alongside of it. In the boat was found this letter written by Major General of the 14th Infantry who was a passenger en route to Salgon on the *Sithonia*:

"This launch *Laura*, belonging to the 55th Company, Coast Artillery, Corregidor Island, with four men, three soldiers and one civilian, was picked up to night at 10.30 by the *S. S. Laura*, which took the men on board, and

A CHINESE was fined \$35 in the Police Court last Wednesday for obstructing a policeman in the execution of his duty.

MR. A. P. Wilder, Consul-General for the United States, returned to Shanghai by the P. M. S. *Siberia* on 3rd inst.

SURGEON A. R. Schofield has been appointed for duty at Hongkong hospital. He is a specialist in tropical diseases.

THE band of the 13th Rajputs commenced its season at the King Edward Hotel last evening, but it is engaged without any Bandmaster.

THE P. and O. Company's s.s. *Mores*, which left London on 5th ult. took the following specie for Shanghai: Bar Silver, £94,150.

INSPECTOR Gourlay prosecuted four Chinese shopkeepers in the Police Court this morning for using false scales. Each of the shopkeepers was fined \$30.

A SEOUL dispatch states that it is now evident that the assassination of Prince Ito has caused a revolution of feeling in Korea and anti-Japanese sentiment is subsiding.

LIEUTENANT H. H. Harwood has been appointed to the gunboat *Brantley*, China Squadron, for duty. Lieutenant Harwood has served in the Royal Navy since May, 1904.

THE new Bank of Korea opened for business on November 25. It is reported that owing to the plentiful crop of rice in Korea, the tone of the market in Seoul and elsewhere is bright.

A CHINAMAN was awarded one month's hard labour at the Magistrate's Court Wednesday for being a rogue and a vagabond. The man who arrested was climbing the scaffolding of a house.

At a meeting of the Court of the Hongkong College of Medicine held on Tuesday Dr. R. MacLean Gibson was appointed Secretary and Hon. Treasurer as successor to Dr. J. C. Thomson.

THE total output of the Chinese Engineering and Mining Company's three mines for the week ending 27th November amounted to 24,064.88 tons and the sales during the period, to 30,929.05 tons.

TWENTY-TWO Chinese, including a woman, were last Wednesday charged at the Magistrate's Court with gambling at Chin Loong. The two keepers of the establishment were each fined \$100 and the rest had to pay \$5 each.

THE Admiralty announce the appointment of Sub-Lieutenant N. R. "Peoples" to the *Tamar*, additional to the *Whiting*, to date 28th inst., and of Asst. Paym. H. W. Woodward to the *Clio*, in charge, to date 9th inst.

VICE-Admiral the Hon. Sir Hedworth Lambton, K.C.B., who is accompanied by his brothers Colonel the Hon. Charles Lambton and Lt. Colonel the Hon. William Lambton, arrived at Shanghai on 3rd inst. on board H.M.S. *Albatross*.

ACCORDING to the *Orakei*, Taitan is now the sixth in importance of the ports under the jurisdiction of the Imperial Chinese Maritime Customs. Its volume of trade is exceeded only by that recorded at Shanghai, Hankow, Canton, Tientsin and Kowloon.

By permission of Colonel Prior and officers the band of the 13th Rajputs played yesterday at the City Hall for the benefit of the French Convention's Bazaar; and gained enormous amount from everyone for their well modulated and tastefully played programme. Mr. Coke conducted.

A FIRE broke out shortly after nine o'clock last Saturday morning at Hunghom, near the Electric Light Station. A number of squatters' houses were destroyed but with the exception of these, no other damage appears to have been caused. The fire was soon got under control.

A WELL-DRESSED Chinaman appeared before Mr. J. R. Wood at the Magistrate's Court Wednesday charged with the alleged receiving of \$24,000 from Mr. John Hastings under false pretences. Detective-Sergeant Grant prosecuted and Mr. W. E. L. Sheaton defended. The case was remanded for a week.

THE Kalampong Rubber Co., Ltd., issued the following details of the Rubber yield of Kalampong estate—Output of wet rubber in November 6,765 lbs. Output of wet rubber September-November 18,980 lbs. Equivalent in dry rubber about 17,000 lbs. Dry rubber shipped to London to 30th November, 9,832 lbs.

A FIRE broke out at No. 8, Hillier Street, shortly after six o'clock last Wednesday evening. The house where the fire occurred is an iron-dealer's establishment and the cause of the fire is said to have been the accidental ignition of some wooden cask. The damage done amounts to about \$400. The house was insured with a British firm for \$8,000.

MESSRS. Ferguson Brothers, shipbuilders and engineers, of Port Glasgow, have contracted to build a twin screw self-propelling bucket dredger for Japanese owners. This dredger is to be employed in a great basin at Dalry, near Port Arthur. The dredger will be of powerful construction, capable of lifting 1,000 tons an hour at a depth of 45 ft.

THE owner of a dog was this morning charged at the Magistrate's Court with keeping a ferocious animal unlicensed. The complainant was a Chinese postman, who alleged that the animal flew at him near the doorway of the defendant's house and inflicted a bite to his right leg. After evidence had been heard, the case was dismissed. Mr. Otto Kong Sing appeared for the owner of the dog.

THE engagement is announced between Edmund F. Callaghan, of the firm of Callaghan and Co., oldest son of the late W. E. Callaghan, of 13, Roland-gardens, S. W., and Mrs. Callaghan, Parkside, Ravenscourt Park W., and Kathleen Louise (Kella) Noble, younger daughter of the late G. E. Noble, of the Hongkong and Shanghai Bank, and Mrs. Noble 37, Tavemess-terrace, Hyde Park W.

In the Summary Court, this morning, a case was mentioned in which Eve Englewood is seeking to recover from Lydia Prior the sum of \$445.50, being amount of damages caused to the plaintiff by reason of the defendant wrongfully discharging her from her position as governess in defendant's service. Mr. P. S. Heit appeared for the plaintiff and Mr. P. S. Dixon for the defendant. The case will be decided in Chambers.

A GAMBLING raid which was attended with fatality was carried out at No. 15, Moon Street last Wednesday. One of the gamblers trying to escape by jumping out of the verandah received a shocking injury to which he succumbed on the way to the Police Station. The others, thirteen in number, yesterday morning confessed before Mr. E. R. Halliday (First Police Magistrate), when the two keepers of the establishment were each fined \$50 and the rest \$5 each.

THE Ceylon St. Andrew's dinner has been abandoned this year through want of support.

CHINA is increasing the number of Chinese police doing duty along the Antung-Mukden railway line.

MESSRS. Melchers and Co. have issued a calendar for 1910 in behalf of the Royal Insurance Co., Ltd.

FOR assaulting a *lukung* in Gilman Street, a Chinaman was last Tuesday fined \$50 and ordered to pay \$5 compensation for damage to the policeman's uniform.

VICE-ADMIRAL Ijima has been appointed Chief of the Naval General Staff in succession to Admiral Togo, who has been elected to the Council of War.

THE Japanese business-men, who have just completed a tour of the United States, have left San Francisco on their homeward journey and are expected to reach Yokohama on the 17th instant.

FROM Messrs. Arnold, Karberg & Co., we have received wall calendars and a blotter issued by the Lancashire Fire Insurance Co., Ltd., of England, and the Fatum Accident Insurance Co. of Holland, for both of which the firm are the local agents.

THIRTEEN Chinese were, at the Magistrate's Court Tuesday, charged with gambling at No. 289, Queen's Road Central. Two of the men were each fined \$100 and the rest \$25. A sum of \$594 which was found on the premises at the time the raid was executed was ordered to be forfeited.

THE *N. C. D. News* understands that no attempt will be made to refloat the H.A.L.S. *Brigaviva*, which is aground near the Triplets, until the next deep tide; but there is quite a fleet of tug-boats and lighters in attendance and in the meantime every preparation will be made so that everything shall be in readiness for the next effort. It is not anticipated that the vessel will suffer any serious damage, as she is aground on a mud bottom.

THE following is taken from the Manila *Cablenews-American* of the 28th ult.: Captain Outenbridge breaks the monotony of typhoon stories by the report that the *Tean* ran into a stiff North East monsoon which necessitated the vessel's changing its course to ease the ship's motion, and was responsible for the loss of a lighter towed by the *Tean*, through the parting of the tow line. The lighter was constructed at Hongkong to the order of the quartermaster's department at Manila.

STORMS have caused extensive damage at Shimane and Moji and also affected the railways in that neighbourhood. The *Kizagata*, a steamer of 4,374 tons registered carrying a cargo of beans, sank during the storm. She had on board a few passengers and a crew of forty men. Many small vessels were sunk also. The str. *Hino Maru*, bound from Newchwang to Ohefoo, is reported to be missing; and a few other vessels have been sunk or wrecked off the North-Eastern Coast of Korea.

UNDER date Shanghai, 2nd inst., Messrs. Wheelock & Co. report:—Our homeward freight market has continued brisk during the past fortnight and there is plenty of cargo offering for all comers. Coastwise—Things are still very quiet here and we attribute this principally to the fact that the export of rice from Yangtze River Ports has not yet commenced, as the natives there are holding out for too high prices. Outside of a few coal-freights there is not much demand otherwise on the coast at the same time there is not much loose tonnage seeking employment.

THE H.A.L.S. *Brigaviva*, which went ashore near Wossung on Saturday last, still remains aground. The German cruiser *Scharnhorst* has made four attempts to float the *Brigaviva*, but all have failed. At low water the *Brigaviva* is almost high and dry, but as she is in a sheltered position no apprehension is felt for her safety. The work of lightering has been carried out, and it is confidently expected that she will be refloated on the spring tides which are due about twelve days. The *Brigaviva* is said to be resting on an old wall, but owing to age, the stonework is in a crumbling state, so it is not anticipated that she will sustain damage from this source.—*N. C. D. News*.

Steamers Expected.

Vessels	From	Agents	Due
Gregory Apar.	Singapore	D. S. & Co.	Dec. 11
Abdul	Shanghai	B. & S.	Dec. 12
Eastern	Manila	B. & S.	Dec. 13
Japan	Yokohama	D. S. & Co.	Dec. 13
Katuna	Manila	S. T. & Co.	Dec. 13
Scandia	Singapore	H. A. L.	Dec. 13
Huanan	Shanghai	B. & S.	Dec. 13
Silesia	Shanghai	H. A. L.	Dec. 13
China	Japan	P. M. Co.	Dec. 13
Buefow	Colombo	B. & S.	Dec. 16
Kueichow	Tientsin	B. & S.	Dec. 16
Hercules	Kobe	P. & A. Co.	Dec. 17
Yokohama	Bombay	N. Y. K.	Dec. 19
Kiang	Calcutta	J. M. & Co.	Dec. 22
Siam	Port Said	M. & Co.	Dec. 23

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.

H.M.F.M.S. *Rahna* at Kowloon Dock.

H.M.S. *Virago* " "

H.M.S. *Hilary* " "

H.M.S. *Fame* " "

H.M.S. *Taku* " "

Protector " "

Tiki " "

TAIKOO DOCKS.

Chihua " at Quarry Bay Docks.

Yechow " " "

Port Canton " " "

Siberia " " "

Ships Passed The Canal.

16th November—*Melnam*, *Lawrence*, *Katuna*, *Scandia*, *Seneca*, *Cathay*, 19th November—*Ceylon*, *Glancu*, *Mitima*, *Maru*, *Laurel*, *Sydney*, *Syria*, *Mannan*, *Myasaki*, *Maru*, 23rd November—*Benderson*, *Daniarig*, *Bulwer*, *Silv*, *Atkoll*, *Nicomedia*, *Schuyllkill*, *Tian*, 26th November—*Suruga*, *Persius*, *Bulwer*, *Hakata*, *Maru*, *P. R. Laitford*, *Oceanic*, *Tamla*, *Maru*, *Glancu*, 30th November—*Brasilia*, *Albana*, *Glancu*, *Glancu*, *Glancu*, 3rd December—*Traveller*, *Vormer*, *Antenor*, *St. George*, *Sonnet*, *Sumatra*, *Taiwan*, 7th December—*Dorflinger*, *Harvill*, *Carnegie*, *Uppskier*, *Liberia*, *Prism*.

Arrivals at Home—16th November—*Kachan*, *Drumellan*, *Spain*, *Tyden*, 19th November—*Littore*, *Kanagawa*, *Maru*, *Glancu*, *Montrose*, 22nd November—*Nila*, 23rd November—*Melnam*, 26th November—*Myasaki*, *Maru*, *Araganis*, *Indrawadi*, *Sydney*, *Hakata*, 30th November—*Nippon*, *Stator*, *Glancu*, 3rd December—*P. R. Laitford*, *Tian*, *C. Ford*, 6th December—*Ceylon*, 7th December—*Cathay*, *Benderson*, *Hakata*, *Maru*.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADDOORIE & Co. Corrected to noon: later alterations given under "Commercial Intelligence" page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.	
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	£1,500,000 \$15,000,000	\$2,001,819	Interim of £2 for account 1909 @ ex 1/9th = \$22.75	4 % {1907} sales London £92	
National Bank of China, Limited	99,915	27	26	£4,000 \$40,000	\$30,552	\$2 (London 2/6) for 1909	...	\$65 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	£1,500,000 \$15,000,000	none	\$10 for 1908	7 %	\$150 sales
North China Insurance Company, Limited	10,000	25	25	Tls. 150,000 Tls. 208,747 Tls. 118,177 \$1,000,000	Tls. 160,512	Interim of 7/6 for 1908	5 1/2 %	Tls. 110 buyers
Union Insurance Society of Canton	12,400	\$250	\$100	£1,500,000 \$15,000,000	\$2,404,902	Final of \$17 making \$47 for 1907 and interim of \$50 for 1908	5 1/2 %	\$890 buyers
FIRE INSURANCES.								
Yangtze Insurance Association, Limited	12,000	\$100	\$60	£1,000,000 \$10,000,000	\$707,537	\$12 and bonus \$3 for 1907	7 %	\$225 sales
China Fire Insurance Company, Limited	70,000	\$100	\$20	£1,000,000 \$10,000,000	\$275,841	\$6 and bonus \$2 for 1907	7 %	\$127 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	£1,000,000 \$10,000,000	\$68,721	\$27 for 1907	7 1/2 %	\$375 sellers
SHIPPING.								
China and Manilla Steamship Company, Limited	30,000	\$25	\$25	£1,000,000 \$10,000,000	\$1,035	\$1 for 1906	...	\$8 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	£1,000,000 \$10,000,000	NIL	\$1 for year ending 30.6.1908	...	\$33
Hongkong, Canton & Yacao Steamboat Co., Ltd.	80,000	\$15	\$15	£1,000,000 \$10,000,000	\$21,170	Interim of \$2 1/2 for account 1909	7 1/2 %	\$30 1/2 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	25	25	£1,000,000 \$10,000,000	£13,755	6/ for 1907 on Preference shares only @ ex 1/9 11/16 = \$5.154	...	\$60 buyers
Indo-China Steam Navigation Co., Ltd. (Deferred)	60,000	25	25	£1,000,000 \$10,000,000	£13,755	Final of 3/ for 1908 and interim of 1/ for 1909	...	67 1/2 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	21	21	£1,000,000 \$10,000,000	£68,817	\$1.00 for year ending 10.4.1909	4 %	\$26 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	£1,000,000 \$10,000,000	\$2,121	\$0.50 for year ending 10.4.1909	3 1/2 %	\$14
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	£350,000 \$3,500,000	Dr. \$5,758	\$5 for year ending 31.12.08	3 1/2 %	\$160 sellers
Luxon Sugar Refining Company, Limited	7,000	\$1	\$1	£1,000,000 \$10,000,000	Dr. \$13,895	\$3 for 1907	...	\$21 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 5	Tls. 5	£1,000,000 \$10,000,000	Tls. 6.02	Tls. 10 for year ending 31.8.09	...	Tls. 350 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	21	21	£1,000,000 \$10,000,000	£143	Final of 1/6 making 3/ for 1909	7 %	Tls. 19.30 sales
Raub Australian Gold Mining Company, Limited	150,000	18	18	£1,000,000 \$10,000,000	£4.77	No. 12 of 1/ = 48 cents	...	\$7 1/2 sellers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	£1,000,000 \$10,000,000	Dr. \$7,421	\$1.75 for year ending 31.12.06	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$55	\$50	£1,000,000 \$10,000,000	\$30,102	None	...	\$6 1/2 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$51	\$50	£1,000,000 \$10,000,000	\$245,162	Interim of \$2 1/2 for account 1909	...	\$5 1/2 buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	£1,000,000 \$10,000,000	Tls. 6.261	Final of Tls. 2 1/2 for year ending 30.4.09	6 1/2 %	Tls. 77
Shanghai and Hongkew Wharf Company, Limited	30,000	Tls. 10	Tls. 100	£1,000,000 \$10,000,000	Tls. 12.818	Final of Tls. 6 making Tls. 10 for 1908	7 %	Tls. 128 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 10	Tls. 100	£1,000,000 \$10,000,000	Tls. 15,000	Tls. 6 for year ending 29.2.09	5 1/2 %	Tls. 105 buyers
Central Stores, Limited	50,123	\$15	\$50	£1,000,000 \$10,000,000	\$24,641	\$1.20 on old and 60 cents on first new issue	...	\$17 sellers
Hongkong Hotel Company, Limited	12,000	\$5	\$25	£1,000,000 \$10,000,000	\$548,977	Interim of \$2.40 on old and 40 cents on new shares for account 1909	...	\$75 sales
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$10	\$10	£1,000,000 \$10,000,000	\$19,272	Interim of 3/ for account 1909	6 1/2 %	\$102 new b.
Humphreys Estate & Finance Company, Limited	150,000	\$1	\$10	£1,000,000 \$10,000,000	\$26,475	60 cents for 1908	6 1/2 %	\$9 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	£1,000,000 \$10,000,000	\$26,486	\$1 1/2 for 1908	5 %	\$30 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	£1,000,000 \$10,000,000	Tls. 14,344	Interim of Tls. 3 for account 1909	6 1/2 %	Tls. 120 sales
West Point Building Company, Limited	12,500	\$50	\$50	£1,000,000 \$10,000,000	\$1,968	Interim of \$2 for account 1909	8 1/2 %	\$44 buyers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 5	£1,000,000 \$10,000,000	Tls. 10,991	Tls. 11 for year ending 31.10.09	3 1/2 %	Tls. 129 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	£1,000,000 \$10,000,000	\$9,551	50 cents for year ending 31.7.08	...	\$6 1/2 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	£1,000,000 \$10,000,000	Tls. 8,372	Tls. 7 1/2 for year ending 30.9.06	...	Tls. 75
Laot-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	£1,000,000 \$10,000,000	Tls. 4,829	Tls. 4 for 1908	...	Tls. 105
Say Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	£1,000,000 \$10,000,000	Tls. 21,172	Tls. 50 for 1906	...	Tls. 440
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£1,000,000 \$10,000,000	£68,817	15 % per share for 1908	...	\$10
China-Borneo Company, Limited	60,000	\$12	\$12	£1,000,000 \$10,000,000	£68,817	\$1.50 for 1908	10 %	\$12
China Light and Power Company, Limited	50,000	\$10	\$10	£1,000,000 \$10,000,000	£68,817	50 cents for year ended 28.2.06	...	\$6 buyers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	£1,000,000 \$10,000,000	\$1,407	80 cents for 1908	8 1/2 %	\$9 1/2 sales
Fairly Farm Company, Limited	40,000	\$7 1/2	\$6	£1,000,000 \$10,000,000	\$1,891	\$1.00 for year ending 31.7.09	8 1/2 %	\$16 1/2 sellers
Island Cement Company, Limited	400,000	\$10	\$10	£1,000,000 \$10,000,000	\$3,756	Interim of 35 cents for account 1909	10 %	\$7 1/2 sa. and a.
Price & Company, Limited	12,000	\$10	\$10	£1,000,000 \$10,000,000	\$670	8 cents for year ending 31.12.08	8 %	\$12
Hongkong Electric Company, Limited	60,000	\$10	\$10	£1,000,000 \$10,000,000	\$5,195	\$1 and bonus 20 cts. for year ending 29.2.09	6 %	\$20 1/2 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	£1,000,000 \$10,000,000	\$7,616	Interim of \$2 for account 1909	10 %	\$180 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	£1,000,000 \$10,000,000	\$8790	Interim of \$1 for account 1909	10 %	\$12 1/2 sales
Industriale in Langkat, Limited	25,000	Gs. 100	Gs. 100	£1,000,000 \$10,000,000	Tls. 316,682	Third of quarterly of Tls. 12 1/2 for account 1909	...	Tls. 780
Industriale in Langkat, Limited	25,000	Gs. 100	Gs. 100	£1,000,000 \$10,000,000	Tls. 316,682	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.09	6 %	\$12 1/2
Industriale in Langkat, Limited	25,000	\$10	\$10	£1,000,000 \$10,000,000	\$3,304	None	5 %	\$12 1/2
Industriale in Langkat, Limited	25,000	\$10	\$10	£1,000,000 \$10,000,000	\$3,304	None	5 %	\$12 1/2
Industriale in Langkat, Limited	25,000	\$10	\$10	£1,000,000 \$10,000,000	\$3,304	None	5 %	\$12 1/2
Industriale in Langkat, Limited	25,000	\$10	\$10	£1,000,000 \$10,000,000	\$3,304	None	5 %	\$12 1/2
Industriale in Langkat, Limited	25,000	\$10	\$10	£1,000,000 \$10,000,000	\$3,304	None	5 %	\$12 1/2
Industriale in Langkat, Limited	25,000	\$10	\$10	£1,000,000 \$10,000,000	\$3,304	None	5 %	\$12 1/2
Industriale in Langkat, Limited	25,000	\$10	\$10	£1,000,000 \$10,000,000	\$3,304	None	5 %	\$12 1/2
Industriale in Langkat, Limited	25,000	\$10	\$10	£1,000,000 \$10,000,000	\$3,304	None	5 %	\$12 1/2
Industriale in Langkat, Limited	25,000	\$10	\$10	£1,000,000 \$10,000,000	\$3,304	None	5 %	\$12 1/2
Industriale in Langkat, Limited	25,000	\$10	\$10	£1,000,000 \$10,000,000	\$3,304	None	5 %	\$12 1/2
Industriale in Langkat, Limited	25,000	\$10	\$10	£1,000,000 \$10,000,000	\$3,304	None	5 %	\$12 1/2
Industriale in Langkat, Limited	25,000	\$10	\$10	£1,000,000 \$10,000,000	\$3,304	None	5 %	\$12 1/2
Industriale in Langkat, Limited	25,000	\$10	\$10	£1,000,000 \$10,000,000	\$3,304	None	5 %	\$12 1/2
Industriale in Langkat, Limited	25,000	\$10	\$10	£1,000,000 \$10,000,000	\$3,304	None	5 %	\$12 1/2
Industriale in Langkat, Limited	25,000	\$10	\$10	£1,000,000 \$10,000,000	\$3,304	None	5 %	\$12 1/2
Industriale in Langkat, Limited	25,000	\$10	\$10	£1,000,000 \$10,000,000	\$3,304	None	5 %	\$12 1/2
Industriale in Langkat, Limited	25,000	\$10	\$10	£1,000,000 \$10,000,000	\$3,304	None	5 %	\$12 1/2
Industriale in Langkat, Limited	25,000	\$10	\$10	£1,000,000 \$10,000,000	\$3,304	None	5 %	\$12 1/2
Industriale in Langkat, Limited	25,000	\$10	\$10	£1,000,000 \$10,000,000	\$3,304	None	5 %	\$12 1/2
Industriale in Langkat, Limited	25,000	\$10	\$10	£1,000,000 \$10,000,000	\$3,304	None	5 %	\$12 1/2
Industriale in Langkat, Limited	25,000	\$10	\$10	£1,000,000 \$10,000,000	\$3,304	None	5 %	\$12 1/2
Industriale in Langkat, Limited	25,000	\$10	\$10	£1,000,000 \$10,000,000	\$3,304	None	5 %	\$12 1/2
Industriale in Langkat, Limited	25,000	\$10	\$10	£1,000,000 \$10,000,000	\$3,304	None	5 %	\$12 1/2
Industriale in Langkat, Limited	25,000	\$10	\$10	£1,000,000 \$10,000,000	\$3,304	None	5 %	\$12 1/2
Industriale in Langkat, Limited	25,000	\$10	\$10	£1,000,000 \$10,000,000	\$3,304	None	5 %	\$12 1/2
Industriale in Langkat, Limited	25,000	\$10	\$10	£1,000,000 \$10,000,000	\$3,304	None	5 %	\$12 1/2
Industriale in Langkat, Limited	25,000	\$10	\$10	£1,000,000 \$10,000,000	\$3,304	None	5 %	\$12 1/2
Industriale in Langkat, Limited	25,000	\$10	\$10	£1,000,000 \$10,000,000	\$3,304	None	5 %	\$12 1/2
Industriale in Langkat, Limited	25,000	\$10	\$10	£1,000,000 \$10,000,000	\$3,304	None	5 %	\$12 1/2
Industriale in Langkat, Limited	25,000	\$10	\$10	£1,000,000 \$10,000,000	\$3,304	None	5 %	\$12 1/2
Industriale in Langkat, Limited	25,000	\$10	\$10	£1,000,000 \$10,000,000	\$3,304	None	5 %	\$12 1/2
Industriale in Langkat, Limited	25,000	\$10	\$10	£1,000,000 \$10,000,000	\$3,304	None	5 %	\$12 1/2
Industriale in Langkat, Limited	25,000	\$10	\$10	£1,000,000 \$10,000,000	\$3,304	None	5 %	\$12 1/2
Industriale in Langkat, Limited	25,000	\$10	\$10	£1,000,000 \$10,000,000	\$3,304	None	5 %	\$12 1/2
Industriale in Langkat, Limited	25,000	\$10	\$10	£1,000,000 \$10,000,000	\$3,304	None	5 %	\$12 1/2
Industriale in Langkat, Limited	25,000	\$10	\$10	£1,000,000 \$10,000,000	\$3,304	None	5 %	\$12 1/2
Industriale in Langkat, Limited	25,000	\$1						